MANUFACTURERS RECORD

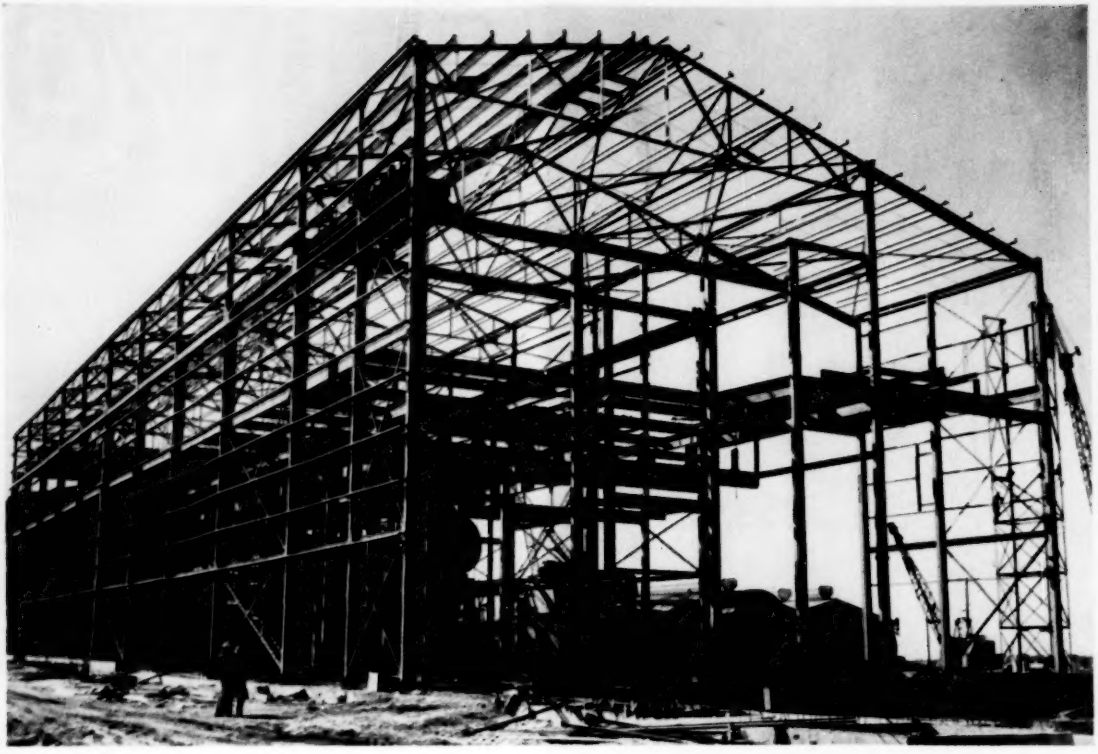
Subsidized Housing

A relatively limited examination of a small minority of accounts in only one of the many housing programs has developed scandals beyond compare in the history of our government.

The legislation under which these programs are promoted is loose beyond repair. This has resulted in lax administration. And the combination has attracted racketeers who have infiltrated the housing industry to exploit buyers, tenants, and the reputations of honest builders and lending institutions.

The whole housing program is now suffering with a scandal cancer which bears marked similarity to the one that infested the RFC in its notorious latter days.

In short, like the RFC, the housing programs were originated as depression measures to combat inflation; war emergencies caused an otherwise unjustified survival; and in postwar inflation they have outlived their usefulness and become a lucrative haven for unscrupulous exploiters of public credit and federal government largesse.



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Savannah Plant

O'NEAL builds Chemical Plants

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Some 1500 tons of steel were fabricated, rapidly and accurately. We are proud that American Cyanamid, like other major members of the chemical industry, turned to O'NEAL for steel.

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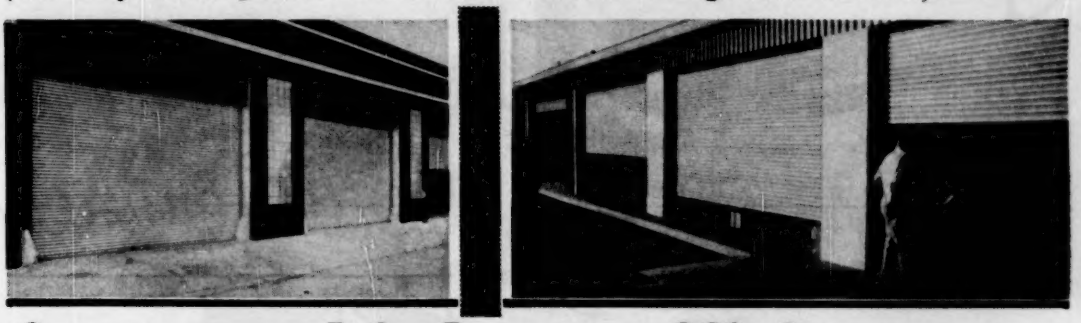
(made by the **originators** of the famous interlocking steel-slat door)

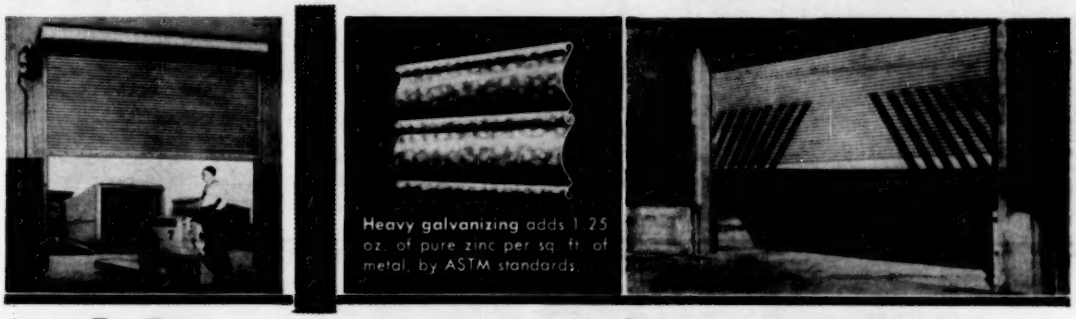


give you highest efficiency,

(they open straight upward, coil overhead, waste no floor or wall space)

extra all-metal protection,

(their rugged steel construction resists fire, wind, theft, vandalism)



and lower operating costs

(delivering up to 20, 30, and 40 years of continuous daily service, **with little or no repair costs of any kind,** as proved by many actual case records in Kinnear's files. Kinnear Rolling Doors are built any size, for old or new buildings, with manual, chain, crank or motor operation. Write today for complete information.)

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MANUFACTURERS RECORD

ESTABLISHED 1882

Devoted to the Industrial Development of the South and Southwest

Volume 124 · March, 1955 Number 3

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NOTE: Mr. Byfield, our Financial Editor, is on vacation. His regular monthly column will re-appear in the April issue.

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PUBLICATION AND BUSINESS OFFICES

109 MARKET PLACE, BALTIMORE 3, MARYLAND
Telephone: Lexington 9-7065
F. O. Schroeder, *Southern Business Mgr.*—Baltimore Office.
J. E. Eierman, *Circulation Mgr.*

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take BUTLER all-bolted construction for instance...

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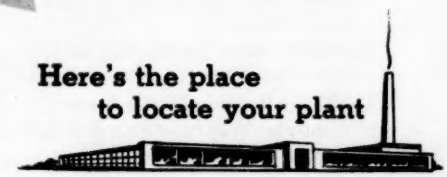

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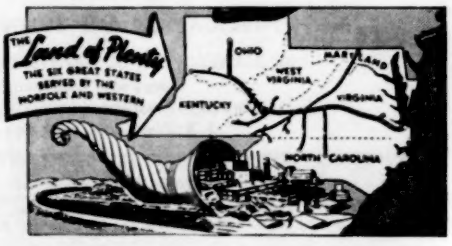


Norfolk and Western RAILWAY

BUSINESS TRENDS

South Leads Business Rise

Encouraging signs continued to show up in the Business Universe in the early months of 1955.

With data now complete for the full year, 1954, and preliminary indicators available for January, February, 1955, it is evident that a business rise of moderate proportions has been in effect since early last fall and is now being carried over into the new year.

The current situation marks a reversal of trend from conditions that were in effect in late 1953 and early 1954.

Those conditions resulted in a business decline that extended from the fall of 1953 until the fall of 1954.

The decline, however, was moderate and relatively brief, reflecting the fact that not all segments of the economic Universe joined in the tendency toward recession.

Among segments that held firm or actually expanded in the face of general recession, that of Construction was by far the most outstanding.

As a whole, and with regard to minor components, the Construction industry set up new records of volume and activity during 1954.

And, as 1955 gets under way most indicators, including contract awards, point to heavy Construction volume during most of the year ahead.

Also important was the strength displayed in the Finance and Real Estate sector of the National economy.

This latter strength not only lent impetus to activity in Construction, but also served to pour added incomes into the Consuming element of the economy, thereby aiding in sustaining the most powerful prop available to business in withstanding the effects of the temporary recession.

Throughout the year, 1954, Consumer Purchases maintained a strikingly high level, and, except for slumps in one or two sectors such as automobiles and heavy appliances, continued to pump lifegiving strength into the pipelines of industry.

Retail sales for 1954 wound up on a practical par with those of 1953. Personal Services were at a higher level for the later year, and other expenditures such as those for utilities and travel remained practically unchanged.

According to the Office of Business Economics, U. S. Department of Commerce, industrial output has now regained about one half the amount lost during the recession, and industrial employment has regained about one third of the amount lost.

This swifter gain in output as compared with employment indicates better than average improvement in production technique.

The Department, in its preliminary record of Gross National Product, shows $357.2 billion for 1954 as compared with $364.9 billion for 1953; and National Income of $300.0 billion in 1954, against $305.0 billion in 1953. This represents a change of minus 2 per cent between total 1954 output and total 1953 output.

The Business Trends table and chart for the United States shown on an adjacent page of MANUFACTURERS RECORD, also indicates a 2 per cent drop in business activity as represented by total business volume of the United States as a whole.

The South Stands Out

When it comes to the Southern part of the Nation, however, a better picture is observable.

For the year 1954, the South set forth a record that displayed striking qualities of vigor and resilience when contrasted with the performance of the Nation at large.

While the Region lost somewhat in Manufacturing production, the loss was one per cent less than the loss for the Nation, and in total Business Volume the South's decline was but one per cent against twice that amount for the United States.

Loss in Manufacturing from 1953 to 1954 was 6 per cent for the South, 7 per cent for the Nation.

The South displayed particular strength in Finance-Real Estate and the Service Trades and broke even in Retail Trade.

Now that the new year is well under way, the Region gives every indication of recovering lost ground swiftly and surely.

Industrial Expansion Must Be Pushed

In both South and Nation one fact stands out with great clarity. With production increasing and employment at a standstill, a healthy economic and political situation requires that new industry be established as swiftly as likely sites therefor can be determined.

In this respect the South towers above the rest of the Nation in strategic advantage.

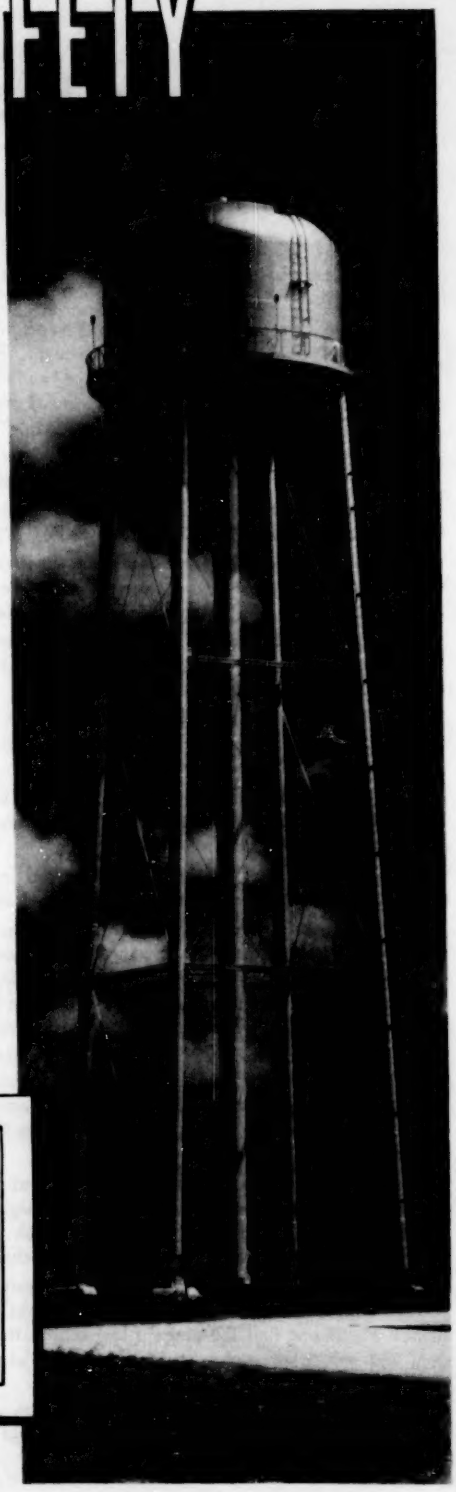
Sites and Labor, better in the South than elsewhere, are also more plentiful there, and the South as a region holds out to new industry a welcoming hand that is not to be seen anywhere else.

SYMBOLS of SAFETY

Two recognized symbols of safety . . . a Horton® elevated tank for fire protection and the seal of the Underwriters Laboratories, Inc. How are these two symbols linked here? By the recent installation of this 100,000-gal. Horton elevated tank at Underwriters Laboratories in Northbrook, Illinois. The Horton elevated tank provides the laboratory with a dependable gravity pressure water supply available night and day for a 388 head, automatic sprinkler system.

In addition to maximum protection, the installation of a Horton elevated tank often pays for itself through reduced fire insurance premiums.

Write our nearest office for complete information.



100,000-gal. Horton elevated tank 100 ft. to bottom at Underwriters Laboratories, Inc., Northbrook, Ill.

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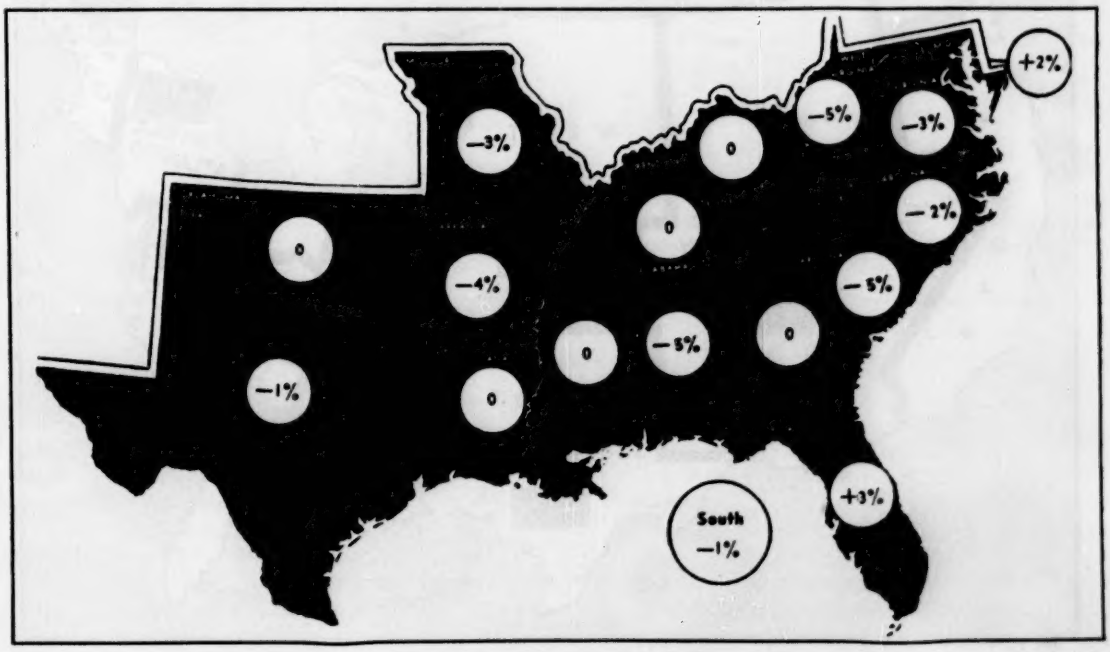
SOUTHERN BUSINESS VOLUME

Business Volume by States ($ Million)
Year 1954 with gain (or loss) over Year 1953

	Farming	*Mining*	*Construction*	*Manufacturing*	*Utilities*	*Finance*	*Wholesale Trade*	*Retail Trade*	*Service Trade*	*Business Volume*
Ala.	$ 471 —9%	$ 112 —14%	$ 457 —4%	$ 2,605 —12%	$ 442 —4%	$ 356 +5%	$ 1,899 even	$ 2,221 —1%	$ 348 +4%	$ 8,911 —5%
Ark.	601 —3%	107 even	201 —11%	899 —4%	249 —8%	143 +2%	934 —2%	1,381 —4%	180 even	4,695 —4%
D. C.	— —	— —	271 —3%	235 even	288 —1%	382 +1%	1,585 —2%	1,612 —9%	329 even	4,702 —4%
Fla.	563 +3%	83 +7%	1,107 +4%	1,336 —2%	664 +2%	681 +9%	3,023 even	3,995 +5%	593 +3%	12,045 +3%
Ga.	662 —10%	36 +1%	671 +9%	3,737 —6%	611 —4%	530 +9%	4,648 +10%	2,795 —2%	522 even	14,212 even
Ky.	645 +2%	373 —8%	798 +18%	2,936 —5%	500 —4%	286 +5%	2,445 —4%	2,537 +2%	353 even	10,873 even
La.	402 —8%	873 +5%	733 —5%	3,086 —3%	713 even	379 +12%	2,278 —5%	2,551 +5%	359 +1%	11,374 even
Md.	260 —7%	12 —25%	848 +14%	3,855 —8%	657 +2%	581 +4%	3,258 +4%	3,074 +7%	464 +5%	13,009 +2%
Miss.	608 —20%	118 —9%	228 +4%	1,032 —4%	232 +2%	144 +6%	1,164 —5%	1,294 +5%	188 +9%	5,008 even
Mo.	1,109 +2%	105 +5%	793 even	5,963 —6%	1,108 —4%	971 +3%	7,947 —3%	4,322 —4%	911 +2%	23,229 —3%
N. C.	1,066 +4%	24 even	666 —18%	6,121 —7%	574 —8%	435 +7%	4,005 +5%	3,304 +1%	491 —1%	16,686 —2%
Okla.	565 —9%	619 even	519 +24%	1,732 —5%	431 —3%	313 +4%	2,012 +2%	2,084 —3%	354 +1%	8,629 even
S. C.	362 —15%	12 even	562 —20%	2,526 —9%	229 —6%	196 even	1,264 +4%	1,893 +2%	228 even	7,272 —5%
Tenn.	544 —6%	61 even	830 +19%	3,344 —5%	522 —2%	447 +8%	4,325 +4%	2,873 even	494 even	13,440 even
Tex.	2,008 —3%	3,260 —3%	2,412 +7%	10,060 —5%	1,969 —3%	1,596 +4%	9,984 +2%	9,633 —1%	1,632 even	42,554 —1%
Va.	531 +1%	99 —15%	772 even	4,236 —5%	709 —5%	542 +2%	2,341 —6%	3,124 —1%	476 +2%	12,830 —3%
W. Va.	165 —2%	678 —19%	266 +28%	1,640 —8%	435 —6%	178 +2%	1,054 —6%	1,513 —1%	235 +3%	6,164 —5%
South	10,562 —4%	6,572 —4%	12,134 +4%	55,343 —6%	10,333 —3%	8,160 +5%	54,165 +2%	50,206 even	8,157 +1%	215,633 —1%

(Continued on next page)



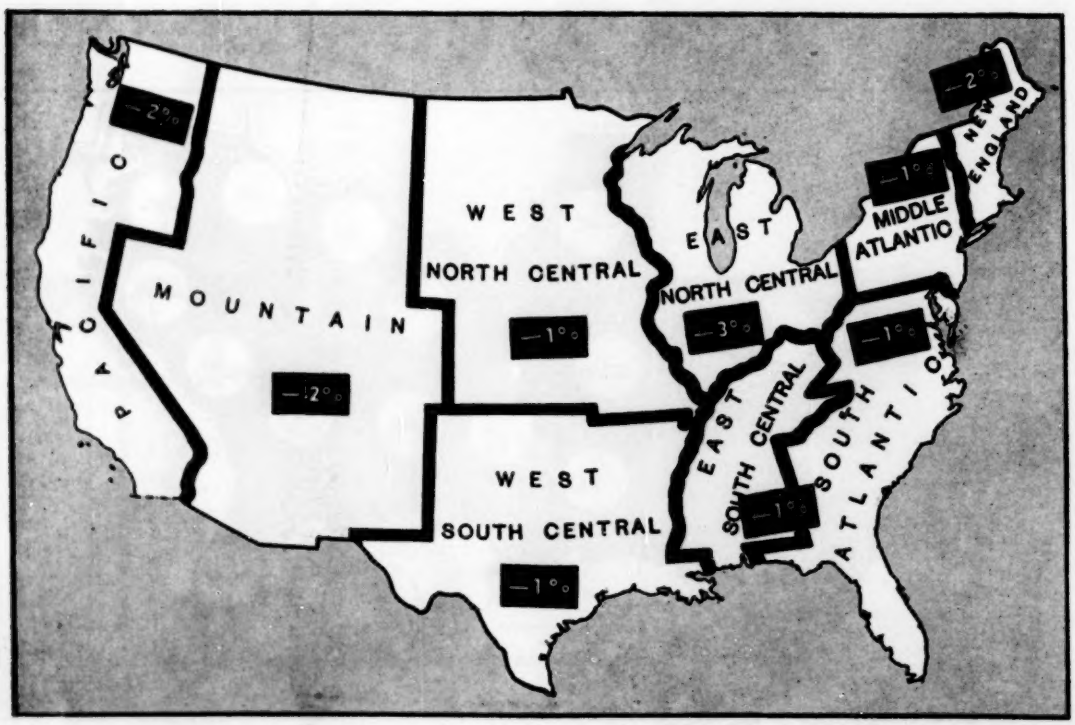
NATIONAL BUSINESS VOLUME

Business Volume by Regions ($ Million)

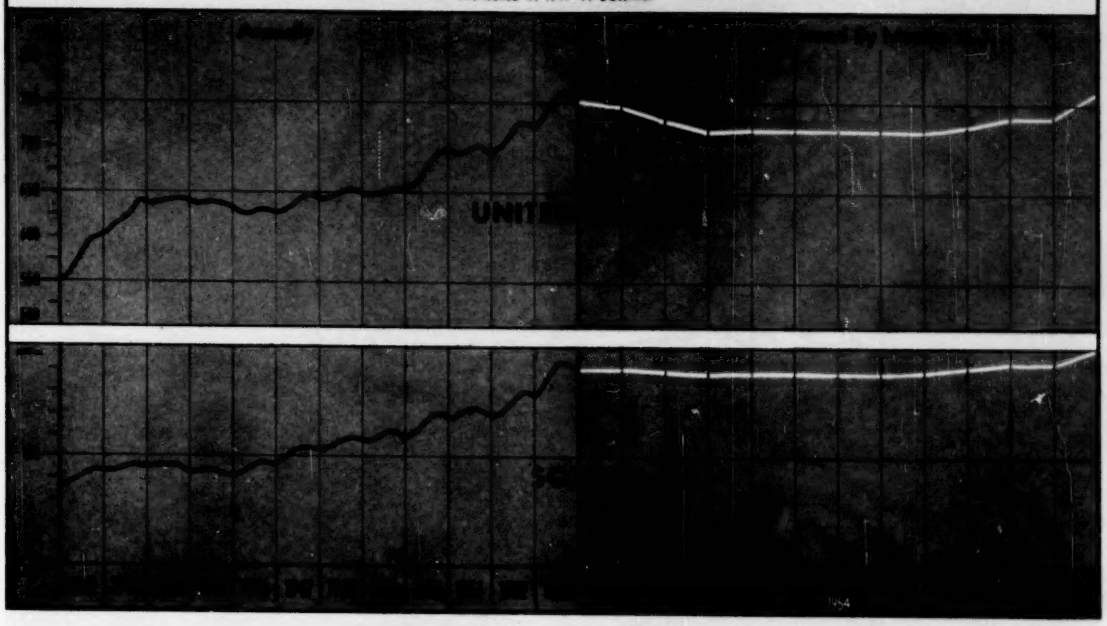
Year 1954 with gain (or loss) over Year 1953

(Continued from page 9)

	Farming	*Mining*	*Construction*	*Manufacturing*	*Utilities*	*Finance*	*Wholesale Trade*	*Retail Trade*	*Service Trade*	*Business Volume*
New Eng.	$ 772 —3%	$ 48 even	$ 2,063 +10%	$17,643 —7%	$ 1,875 even	$ 2,494 even	$ 9,919 —1%	$11,838 even	$ 1,958 +5%	$48,610 —2%
Mid. Atl.	2,056 —5%	887 —25%	7,261 +13%	59,045 —7%	8,408 —5%	9,713 +2%	64,905 +1%	34,477 even	9,169 +1%	195,921 —1%
E. N. Cen.	6,170 +1%	871 —10%	7,495 +8%	77,116 —8%	7,352 —5%	6,506 +4%	50,347 +1%	37,630 even	7,260 +2%	200,747 —3%
W. N. Cen.	7,946 —1%	1,005 —3%	3,039 +12%	19,493 —4%	3,500 —5%	2,793 +3%	24,208 —1%	15,979 —1%	2,556 even	80,519 —1%
S. Atl.	3,706 —2%	944 —16%	5,351 even	24,425 —6%	4,275 —3%	3,618 +5%	21,613 +4%	21,802 even	3,410 +1%	89,144 —1%
E. S. Cen.	2,268 —9%	664 —9%	2,313 +14%	9,917 —7%	1,696 —3%	1,233 +6%	9,833 +1%	8,925 +1%	1,383 +2%	38,232 —1%
W. S. Cen.	3,576 —4%	4,859 —1%	3,865 +5%	15,777 —4%	3,362 —3%	2,431 +5%	15,208 +1%	15,649 —1%	2,525 even	67,252 —1%
Mount.	2,054 —7%	1,423 —4%	1,404 +1%	3,866 —9%	1,446 —5%	834 +5%	5,263 +3%	6,012 even	995 —2%	23,297 —2%
Pacif.	3,531 —2%	1,256 —1%	4,321 +2%	23,323 —5%	3,888 —3%	3,509 +1%	20,421 even	18,368 even	4,329 +3%	82,946 —2%
U. S.	32,079 —2%	11,959 —6%	37,112 +7%	250,605 —7%	35,802 —4%	33,131 +3%	221,717 +1%	170,680 even	33,585 +1%	826,668 —2%



PHYSICAL VOLUME
OF
ALL GOODS AND SERVICES TURNED OUT BY PRIVATE ENTERPRISE
(MEASURED IN 1947-49 DOLLARS)



Regional Indicators

Farm Marketings ($ Mil.)

	Dec. 1954	Nov. 1954	Dec. 1953
South	$ 999	$1,285	$ 988
Other States	$1,780	$2,188	$2,067
United States	$2,779	$3,473	$3,055

Construction ($ Mil.)

	Dec. 1954	Nov. 1954	Dec. 1953
South	$ 985	$1,050	$ 890
Other States	$2,000	$2,210	$1,772
United States	$2,985	$3,260	$2,662

Mineral Output ($ Mil.)

	Dec. 1954	Nov. 1954	Dec. 1953
South	$ 546	$ 538	$ 489
Other States	$ 443	$ 443	$ 555
United States	$ 989	$ 981	$1,044

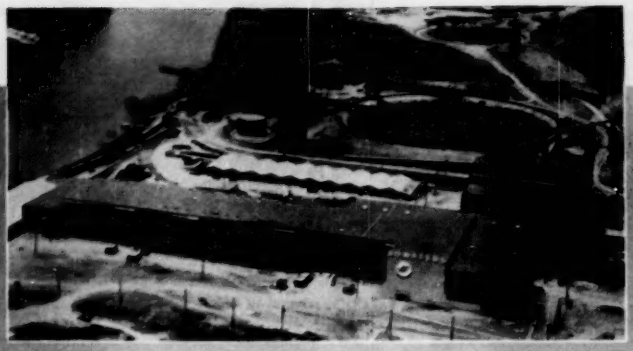
Manufacturing ($ Mil.)

	Dec. 1954	Nov. 1954	Dec. 1953
South	$ 4,669	$ 4,686	$ 4,761
Other States	$16,119	$15,994	$16,669
United States	$20,788	$20,680	$21,430

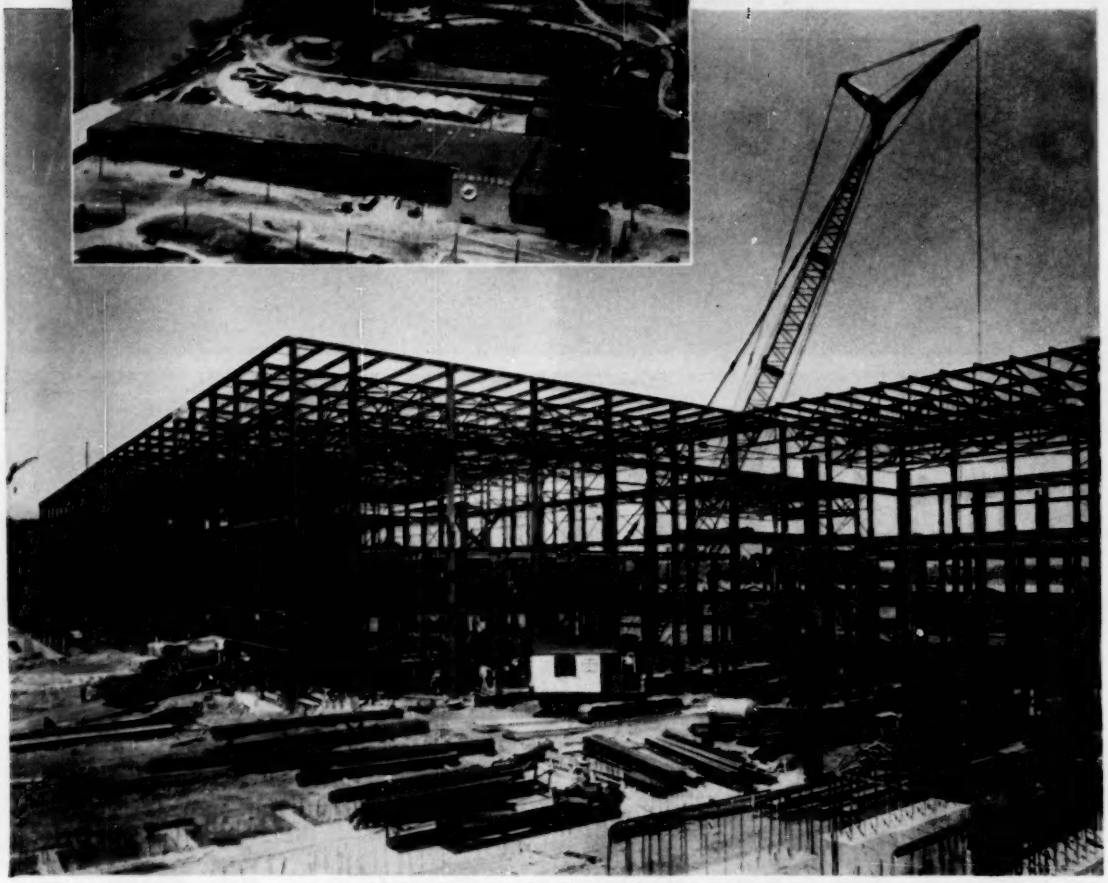
National Indicators

	Latest Month	Previous Month	Year Ago
Personal Income ($ Bil.)	$ 291.1	$ 289.3	$ 287.0
Ave. Weekly Earnings (Mfg.)	$ 74.30	$ 73.57	$ 72.36
Consumer Credit ($ Mil.)	$ 30,125	$ 29,209	$ 29,537
New Mfg. Orders	$ 24,810	$ 23,905	$ 21,448
Mfg. Inventories ($ Mil.)	$ 43,835	$ 43,811	$ 46,722
Trade Inventories ($ Mil.)	$ 33,681	$ 33,842	$ 34,350
Bank Debits ($ Mil.)	$186,317	$156,843	$168,596

	Latest Month	Previous Month	Year Ago
Ave. Weekly Hours (Mfg.)	40.6	40.2	40.2
Carloadings	2,518	2,685	2,797
Consumer Prices ('47-'49=100)	114.3	114.6	114.9
Retail Prices ('35-'39=100)	207.4	207.6	209.1
Wholesale Prices ('47-'49=100)	110.2	109.5	110.1
Construction Costs ('47-'49=100)	123.0	123.0	122.3
Electric Output (mil. kw. hrs.)	49,887	46,464	45,118



This magnificent new plant is capable of producing newsprint nearly twenty feet wide at a rate of 2000 feet per minute.



Main building shown at the completion of steelwork. Engineer for the project was J. E. Sirrine Co., Greenville, S. C., aided by Celli-Flynn of McKeesport, Pa., consulting architects. Construction was a joint venture of Turner Construction Co. and Fraser, Brace & Co.

Titan in Tennessee

The giant mill shown above is Bowaters Southern Paper Corporation's newsprint plant on the Hiwassee River at Calhoun, about 40 miles northeast of Chattanooga. Put into operation in mid-1954, the British-owned plant was designed to produce 130,000 tons of newsprint and 55,000 tons of kraft pulp per year.

Dominating the plant is the huge main building. Over 1000 feet long and covering 5½ acres, it includes a pulp-drying and machine room, a storage-and-shipping bay, a bleaching plant, a stock-preparation room, a grinder room, and shop and stores facilities. Nearby stands the power house which contains four boilers and two 10,000-kw turbo-generators. The third structure serves as a pumping station and filtration plant.

Steelwork Erected Fast with High-Strength Bolts

These three buildings required over 7500 tons of structural steel, fabricated by Bethlehem at our shops in Rankin and Leetsdale, both in western Pennsylvania.

Shop connections were riveted. However, all field joints were bolted. Out of the 196,635 bolts used, 170,203 were high-strength bolts meeting ASTM A-325. The remainder were common machine bolts.

High-strength structural bolting, a technique pioneered by Bethlehem, assured tighter joints than field-driven rivets. In addition, fewer men and less equipment were required, and the job was materially speeded. Thanks to bolting, and to meticulous job planning, Bethlehem crews completed erection in only 20 weeks.

BETHLEHEM STEEL COMPANY
BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. Export Distributor: Bethlehem Steel Export Corporation

BETHLEHEM STEEL

BETHLEHEM STEEL

NEW AND EXPANDING PLANTS

COMPILED FROM REPORTS PUBLISHED IN THE DAILY CONSTRUCTION BULLETIN

SOUTH

SOUTH — Alabama Power Co., Georgia Power Co., Gulf Power Co. and Mississippi Power Co., comprising Southern Company System, plans $250,000,000 expenditure on plant construction.

ALABAMA

ANNISTON—Alabama Power Co., Birmingham, received bids for warehouse and crew headquarters building.

ATHENS—Athco Mills, Inc., plans hosiery mill addition. Turner & Northington, Florence, Ala., Archts.

BIRMINGHAM—Berthon's Cleaners & Dyers received bid from Abbott Constr. Co. at $19,377 for dry cleaning plant, 22nd St. & 7th Ave., So. Chas. H. McCauley, Archt.

BIRMINGHAM—Firestone Tire & Rubber Co., 220 S. 20th St., Birmingham, received bids for warehouse and office building.

BIRMINGHAM—Hill Grocery Co. plan to rebuild burned warehouse, 1529 Second Ave., S.

BIRMINGHAM—Laundry Engr. Co., Elizabeth, N. J., plans laundry building, Tuscaloosa Ave. & 3rd St., N., to cost $300,000. Horace M. Weaver & Son, Birmingham, Archts.

BIRMINGHAM — McKesson & Robbins, Inc., 1708 First Ave., N., plan $300,000 surgical supply house at 17th St. & 6th Ave., S. Horace M. Weaver, Archt.

BIRMINGHAM — McKesson & Robbins, Inc., 1708 First Ave., N., plans warehouse and office at Theta Ave. & 6th St., S. Horace M. Weaver, Archt.

BIRMINGHAM — Vulcan Furniture Mfg. Co., c/o Stanley Low, plans warehouse and plant addition, 2411 Morris Ave. Murray & Hester, Archt.

JASPER—A. C. S. Chevrolet Co. let contract to Construction Engineers, Jasper, at $35,685 for auto show room building. Morris Hall, Atlanta, Ga., Archt.

KETONA — Ketona Chemical Corp., Box 354, Birmingham, received bids for office building and service building.

MOBILE—R. P. McDavid & Co., Inc., 120 N. Water St., let contract to J. F. Pate Co. at $54,774, for warehouses and offices. Dietz & Prince, Archts.

MOBILE—Mobile Press Registry Co. plan addition to plant building. N. H. Holmes, Mobile, Archt.

TROY—Pike Garments, Inc., Troy, Ala., and Piedmont Shirt Co., Greenville, S. C., plan $125,000 addition to textile plant.

WENONAH—Tennessee Coal, Iron & Railroad Co., Purchasing Dept., c/o A. J. Cox, Fairfield, received bids for office building—Ores Mines & Quarries.

ARKANSAS

WEST MEMPHIS — Dixon-Yates Power Combine plans purchase of site for proposed $107,250,000 steam electric generating plant.

FLORIDA

FLORIDA — Florida Power & Light Co. plans $41,000,000 construction in 1955.

DADE COUNTY—T & J Sales Corp., 3501 N.W. 58th St., Miami, let contract to Jones, Frederick & Assocs., 3501 N.W. 58th St., Miami, at $29,340 for warehouse at 6812 S.W. 81st St., Dade County.

HIALEAH—Florida Power & Light Co., 25 S.E. 2nd Ave., Miami, plans office building. R. J. Schneider, 1234 S.E. 8th Ave., Archt.

MIAMI—A & M Holding Co., 3894 Biscayne Blvd., let contract to Wm. S. Altman, 3894 Biscayne Blvd., for $25,000 warehouse at 2501 N.W. Fifth Ave.

MIAMI—Florida Power & Light Co. received bids for transformer shop and new office, 678 N.W. 7th St. E. T. Reeder Assocs., 1777 Biscayne Boulevard, Archt.

MIAMI BEACH—Florida Power & Light Co. let contract to M. E. Harrison Construction Corp., 630 N.W. 54th St., Miami, for substation additions.

MIAMI BEACH—WAHR, Alan H. Rosenson, received bids for radio station building at First St., Miami. Vernon D. Lamp, 2849 Coral Way, Miami, Archt.

NORTH MIAMI—Florida East Coast Railway Co., St. Augustine, let contract to John B. Orr, Inc., 485 N.W. 54th St., Miami, at $86,000 for railway station, 13100 Arch Creek Road.

NORTH MIAMI — Weathermaster Corp., 1890 N.E. 146th St., let contract to Webb Constr. Co., 1400 N.E. 125th St., at $72,500 for plant at 14500 N.E. 20th Lane. Paul A. Grupp, 1400 N.E. 125th St., Archt.

ORLANDO—W. D. Simpson, Chief Engineer, Seaboard Air Line Railroad Co., Norfolk, Va., plan new freight depot to cost approx. $237,000, to be located on W. Amelia near N. Westmoreland Drive, Orlando.

PALATKA—Hudson Pulp & Paper Corp., Palatka, received bids for research and engineering building and storage building.

VIRGINIA KEY (Dade Co.)—Marine Exhibition let contract for Aquarium Bldg. at $124,000, to Witters Constr. Co., 1397 S.E. Tenth Court, Hialeah; contract for Entrance Bldg., to Joseph G. Moretti, Inc., 2401 N.W. Seventh St., Miami. John E. Petersen & Frank H. Shuflin, 206 Roper Bldg., Miami, Assoc.—Archts.

GEORGIA

ATLANTA—Atlanta Blue Print & Supply Co. plans new 4-story building on Spring St. Finch & Barnes, 64 Fifteenth St., Archts.

ELBERTON — Elberton Development Co., Inc., received bid of $66,076 from Herndon & Smith, 201 N. McIntosh St., for manufacturing building. James M. Hunt, Box 710, Archt.

STATESBORO—General Instrument Corp. plans $1,500,000 plant for radio, television and electronic parts.

New and Expanding Plants
Reported in February 1955
95
First Two Months of 1955
186
First Two Months of 1954
200

KENTUCKY

LOUISVILLE—Southern Bell Telephone & Telegraph Co. plan new headquarters for Kentucky Division; estimated cost $2,000,000. Wagner & Potts, Louisville, Archts.

LOUISIANA

BATON ROUGE—Ernest D. Bateman let contract to Steel Buildings, Inc., Baton Rouge, at $48,700 for steel building in Denham Tract.

BRAITHWAITE (Plaquemines Parish)—T. W. Born, Purch. Agent, Freeport Sulphur Co., American Bank Bldg., New Orleans, let contract to Milan Engineering Co., Inc., 320 St. George Ave., Jefferson Parish, New Orleans, at $26,500 for rigid steel frame and corrugated roofing and siding building on concrete foundations already built, at Nickle Pilot Plant, Braithwaite.

EUNICE—Board of Directors of Tri-Parish Rice Drier, Inc., let contract to W. B. Smiley Steel Co., Inc., Box 30, Lake Charles, La., at $190,000 for rice drier and elevator on Northern Ave.

GLENMORA—Forest Hill Telephone Co. received bids for telephone building.

GONZALES—Town received bid from Gonzales Industrial Development Co. at $80,687 for pants factory.

JEFFERSON PARISH—Sears, Roebuck Co. let contract to Hogan Bros., Box 9147, 326 Focis St., Metairie, New Orleans, at approx. $482,000 for pre-cast and pre-stressed concrete warehouse at 1613 Jefferson Highway.

NEW ORLEANS—Anderson Clayton & Co., Cotton Exchange Bldg., to receive bids for new 1-story steel frame and masonry classing building for Gulf Atlantic Warehouse Co., Shrewsbury Plant office on Labarre Road.

NEW ORLEANS—8th Naval Dist., Building 16, Naval Station, Algiers, New Orleans, received bid of $428,492 from Walter J. Barnes Electric Co., 1001 Magazine St., New Orleans, for contract NOy-81843, specification No. 42092, for electric power distribution system at Joint Air Reserve Training Center, Alvin Callender Field, Belle Chasse, New Orleans.

NEW ORLEANS—Latter & Blum, Inc., received bid from Quality Constr. Co., Box 9062, Metairie, New Orleans, at $62,963 for warehouse and office building in 7000 block Washington Ave., to be occupied by Armstrong Cork Co. Robert Cummins, 126 Baronne St., Archt.

NEW ORLEANS — Norman Levenson, 622 Julia St., received bids for concrete block warehouse and office building at 2616 Spain St.

NEW ORLEANS—Max N. Tobias Bag Co., Inc., received bid of $21,350 from Perilliat-Rickey Constr. Co., 1530 S. Rendon St., for garage and warehouse bldg. at 2016-18 N. Robertson St. C. E. Ammen, 1029 Philip St., Archt.

RUSTON—Southern Bell Telephone & Telegraph Co., 1215 Prytania St., New Orleans, let contract to Perilliat-Rickey Construction Co., Inc., 1530 S. Rendon St., New Orleans, for telephone exchange building. Armistead & Saggus, 739 W. Peachtree St., N.E., Atlanta, Archts.

SHREVEPORT — Southern Builders, Inc. let sub-contracts for construction of a modern 2-story masonry & air conditioned office for the Kansas City Southern Lines to be located on Blanchard Road northwest of Shreveport to the following: Plastering—Carl Eliasson, 1109 Ogilvie St., Shreveport, La.; Elec.—Jack Moorman, Box 1631, Shreveport, La.; Plbg.—Fitzgerald Plumbing Co., Box 1382, Shreveport, La.; Heating, ventilation & air conditioning—Frees, Inc., 2531 Samford Ave., Shreveport, La.; Rfg.—Gorton Roofing & Metal Works, 1549 Jordan St., Shreveport, La.; Ptg.—W. T. Rowland, Box 459, Shreveport, La.; Reinf.—Mosher Steel Co., Box 6057, Shreveport, La.; Steel Erection—Steel Erectors, Inc., Box 6322, Shreveport, La.; Brick & Tile—Acme Brick Co., Box 847, Shreveport, La.; Metal Lath—United Tile Co., Inc., 3802 Southern Ave., Shreveport, La.; Millwork—Bayou State Millwork Co., Box 6, Alexandria, La.; Glass & Glazing—Pittsburgh Plate Glass Co., 525 Cotton St., Shreveport, La.; Excava. & fdn.—H & H Contracting Co., Box 5605, Bossier City, La.; Concrete—Braswell Industries, Inc., Box 5346, Bossier City, La.; Acoustics—Acoustics & Specialties, Hibernia Bank Bldg., New Orleans, La.; Asphalt tile floors—J. W. Hightower, Box 872, Shreveport, La.; Venetian blinds—Rodnett Blind Co., 1710 Kings Highway, Shereveport, La.; Metal partitions—E. L. Burns & Co., Box 3456, Shreveport, La.; Fencing—Cycline Fence Dept., U. S. Steel Corp., Box 806, Shreveport, La.

(Continued on page 14)

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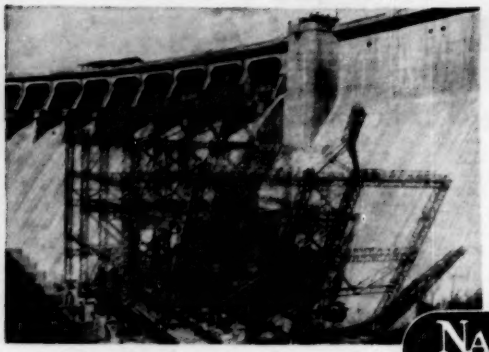

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NEW AND EXPANDING PLANTS

(*Continued from page* 13)

MARYLAND

BALTIMORE—American Oil Co., American Bldg., received bid from Smith & DeCorse, Inc., 5106 York Road (12), of $13,800 for addition to chemical research laboratory, Pennington Ave.

BALTIMORE — Chesapeake & Potomac Telephone Co. plan $2,247,000 expenditure for expanding and improving service in state.

BALTIMORE—Delvale Dairies, Inc., 2030 Harford Road, let contract to J. Raymond Gerwig Co., Inc., 1010 Morton St., Balto. 1, at $75,000 for manufacturing plant, 2024 Harford Road.

BALTIMORE—Dryden Oil Co., Braddish Ave., let contract to R. J. Boose Co., Inc., 1810 Kenway Road, at $15,000 for office, 2636 Lorman St.

BALTIMORE — Esso Standard Oil Co., Standard Oil Bldg., let contract to Chicago Bridge & Iron Works, 1700 Walnut St., Phila., at $51,850 for tank, 1610 Newkirk St.

BALTIMORE — Esso Standard Oil Co., Standard Oil Building, let contract to Foster Wheeler Corp., New York, at $1,000,000 for unit alteration, 3801 Boston St.

BALTIMORE—Albert Landay, 3401 Callaway Ave., let contract to Hoffman & Bishop, 338 E. 25th St., for $25,000 terminal and office.

BALTIMORE—National Gypsum Co., 2301 Newkirk St., let contract to Baltimore Contractors, Inc., 711 S. Central Ave., Baltimore 2, at $20,000 for building addition.

EASTON—C & P Telephone Co., Easton, let contract to Charles E. Brohawn for telephone center, Taylor & Fisher, 1012 N. Calvert St., Baltimore, Archts.

MISSISSIPPI

BYHALIA—Board of Supervisors of Marshall County, Courthouse Bldg., Holly Springs, received bids for factory building, with related facilities, for soil or clay manufacturing type of industry, located N.W. of Byhalia, No. of Highway No. 78, and S. of St. Louis-San Francisco R.R. right-of-way.

GRENADA—Board of Supervisors of Grenada County let contract to G. E. Bass & Co., Jackson, Miss., at $895,591, for plant and office building, to be leased by McQuay Mfg. Co. John L. Turner, Jackson, Archt.

OXFORD—Board of Supervisors of Lafayette Co., J. B. Howell, Chancery Clerk, received bids for office and factory building for Chambers Corporation, Shelbyville, Ind.; estimated cost $750,000.

UNION—Midland Shirt Co. let contract to Constr. Services, Inc., Box 169, Meridian, Miss., at $58,354 for factory addition. Robt. A. Clopton, Box 149, Meridian, Archt.

MISSOURI

ST. LOUIS—Union Electric Co. of Missouri plans $35,000,000 generating unit at Meramec plant, about 12 miles South of St. Louis.

SEDALIA—Pittsburgh Corning Corp., 420 Fort Duquesne Blvd., Pittsburgh, Pa., plans expenditure of $1,500,000 for a 25 per cent expansion of production of insulating blocks.

NORTH CAROLINA

CHARLOTTE—Duke Power Co. let contract to J. A. Jones Construction Co. for addition to office building. J. N. Pease & Co., Archt.-Engr.

CHINA GROVE-LANDIS — Concord Telephone Co. received bids for telephone building. J. N. Pease & Co., Inc., Charlotte, Archts.

GASTONIA—Hinde & Dauche Paper Co., Sandusky, Ohio, let contract to R. H. Pinnix, Gastonia, for plant, including site work, main bldg., manufacturing area, boiler house, paving, etc. Gibbs & Hill, Inc., New York, Archts.

HICKORY—General Electric Co. plans multi-million dollar plants at Hickory and Henderson.

HIGH POINT—B & W Upholstery Co., Gilbert Weant, president, plans $73,000 furniture manufacturing plant on Ward Street.

HIGH POINT—Crown Hosiery Mills, Inc., let contract to L. B. Gallimore, Greensboro, N. C., at $110,700 for additions and alterations to mill. Six Associates, Inc., Asheville, N. C., Archts.

HIGH POINT—Harriss-Covington Hosiery Mill, Welch Harriss, president, Oak Street, plans $50,000 addition to mill.

HIGH POINT—High Point Paper Box Co., E. Russell Street, president, plans $22,500 addition to plant.

HIGH POINT—Marsden-Slate Co., L. A. Marsden, president, plans $140,000 building on Ward St. Contract let to R. K. Stewart & Sons. Building to be leased to Carolina Farnsworth Corp., makers of sisal pads.

NEW BERN—City of New Bern let contract to Weeks & Andrews Construction Co., Asheboro, at $163,418 for 22 KV Feeder and conversion rural electric system.

HENDERSON—General Electric Co. plans multi-million dollar plants at Henderson and Hickory.

ROANOKE RAPIDS—Virginia Electric & Power Co. received bids for headquarters building and related yard work. I. J. Alten, 112-A E. Cary St., Richmond, Va., Archt.

WAKE FOREST—Burlington Mills, Greensboro, N. C., received bid from Brooks Lumber Co., Greensboro, N. C., for warehouse addition for Wake Finishing Plant.

WINSTON-SALEM — Pine Hall Brick & Pipe Co., Flake Steel, Jr., President, plans $650,000 expansion program, including new brick plant at Madison, and 25% expansion of pipe manufacturing unit at Pine Hall.

OKLAHOMA

PONCA CITY — Cherokee Pipe Line Co. plans petroleum products terminals at Oklahoma City, Mount Vernon, Mo., Wood River, Ill., and Wichita, at $3,000,000.

SOUTH CAROLINA

BETHUNE—Kendall Co., Charlotte, N. C., let contract to Daniel Constr. Co., Greenville, S. C., for new finishing plant. Lockwood-Greene Engineers, Inc., Spartanburg, S. C., Archts.-Engrs.

CHARLESTON—M. Marks & Sons received

(*Continued on page* 60)

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LITTLE GRAINS OF SAND

"Little drops of water, little grains of sand,
Make the mighty ocean, and the pleasant land."

"No one is so Blind—" After World War II President Truman did not kill off price controls until sheer chaos forced him to do so. That it took only a few months for the free market to end most of that chaos seemed unbelievable to his advisers, and they could only explain it as a fluke.

President Eisenhower ended the Korean price controls as soon as he took office. But even the advisers who urged that step felt it necessary to warn that it would take time for the economy to readjust to freedom. They were unprepared for the ease and swiftness with which the country returned to regulation by the market.

The flexible price support program for the major farm products, other than milk, only began with the 1955 crop years. It has had no chance to work. Yet in spite of all this experience, including the recent results with milk, the farm bloc in Congress is determined to restore the old system now. Chairman Cooley says his House committee will vote to abandon the flexible experiment.

We do not underestimate the power of this farm bloc. But we would like to hope that a lesson often enough repeated would teach people, including Congressmen, not to underestimate the power of the market.

> In every business, somebody has to make difficult and nasty decisions; he is usually the president.

Power Partnership. While the dispute between advocates of public and private power over the Dixon-Yates contract is raging in Washington, 3,000 miles away, on the Pacific Coast, the two groups are working amicably together to implement President Eisenhower's partnership concept of electric power generation.

In Portland, Oregon, the state legislature has passed resolutions endorsing this principle in the construction of two proposed river development projects. The local private utilities and public power bodies have indicated their willingness to cooperate. These projects involve building dams on a fork of the Santiam River and on the MacKenzie.

In addition, the Portland lawmakers have urged an immediate start on the much bigger John Day project on the Columbia River between the Dalles Dam and the MacNary Dam. They have asked Congress to decide promptly whether or not this project is to be undertaken as a full Federal development, and, if not, to speedily pass legislation permitting local agencies to advance funds to begin construction.

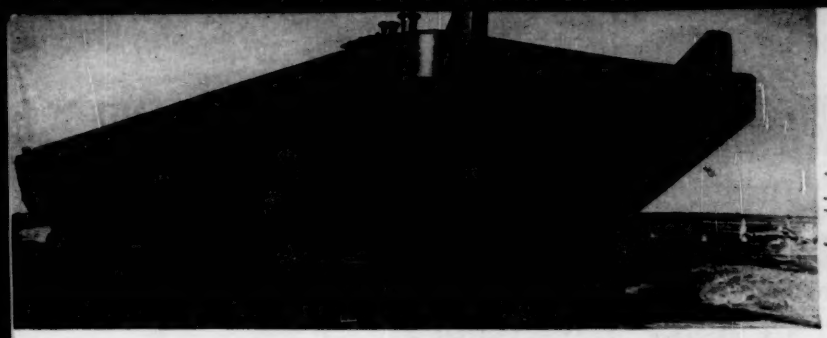
The neighboring state of Washington provides an even more dramatic illustration of the new spirit of harmony between public and private power groups. After feuding with one another for years, Puget Sound Power & Light Co. and several local public utility districts have organized the Puget Sound Utilities Council, a body designed to tackle the question of the area's future power development on a joint basis. The Council currently has under study and review new hydroelectric projects totaling an enormous 2.7 million kilowatts.

Labor in Politics. American Federation of Labor economists reported to their executive committee last month that higher wages and stable living costs gave union workers during 1954 their greatest gains in purchasing power since the end of World War II.

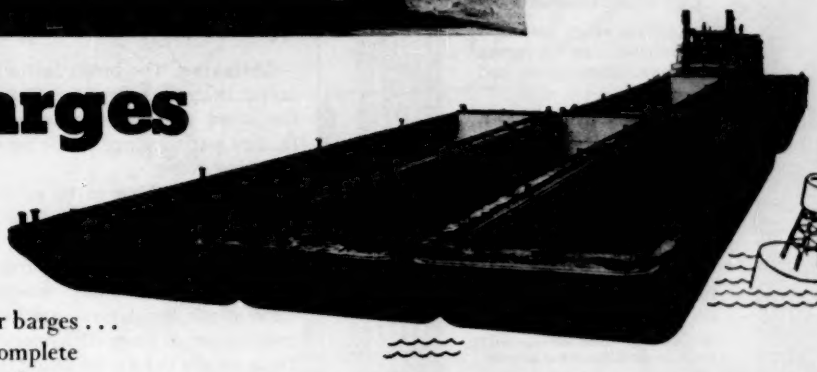
Clearly the report of the A.F.L. economists and the views of the A.F.L. executive council cannot be reconciled. The big labor unions were saying the same things, though perhaps in different ways, about the Eisenhower Administration this time last year. But the "timorous measures" of Mr. Eisenhower's "anti-labor" Administration did not bring about a depression. When the facts and the figures were all in, 1954 was a better year for wage earners than any recent year under Administrations that were admittedly pro-labor.

The fact that union workers are faring better under an Administration their leaders tell them is anti-labor will not silence the clamor. The reason is that the large

(*Continued on page* 18)



For Barges



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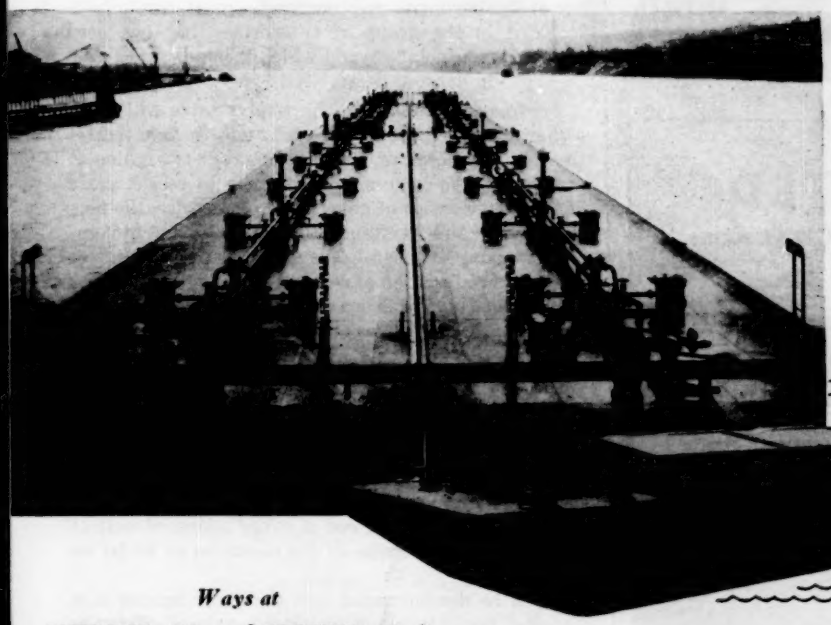

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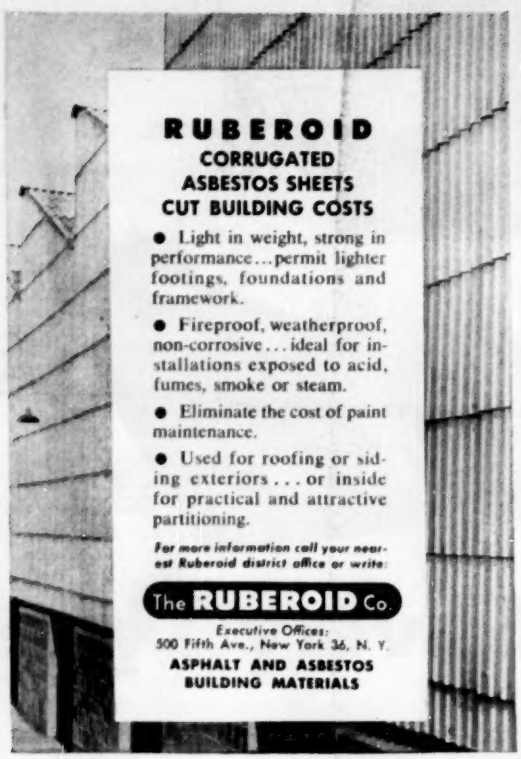
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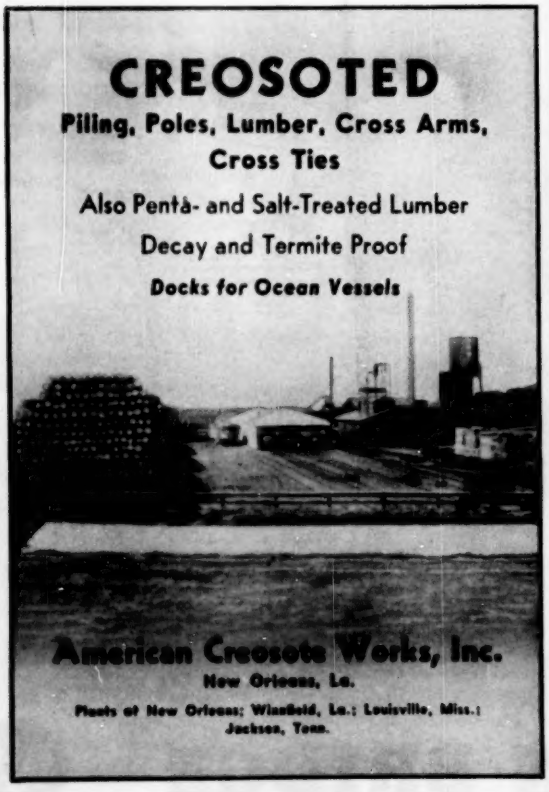


LITTLE GRAINS OF SAND

(*Continued from page* 16)

majority of labor unions are aligned openly with or are sympathetic with the objectives of those Congressmen and political leaders who believe in a free-spending, free-wheeling Federal government.

Shrinking. The profit factor is the chief motivating factor in capital spending. Take that factor away by a continued squeeze on management and all the other factors put together won't be enough to keep capital spending going.

There is nothing to be apologetic about this in an economic system that, by definition, is based on profit. There can be no effective free enterprise system that at the same time is not a profit system.

We seriously wonder whether labor leaders—and some of our legislators—are aware of how far the encroachment on the profit system has already progressed. There seems to be a tendency to cultivate a false sense of security from the peak earnings of a relatively small number of large industrial companies. In contrast to that picture, the squeeze on smaller and small businesses actually has progressed to a point that creates serious concern. And some types of farming—particularly as far as smaller farms are concerned—must definitely be included in the group of enterprises that has been squeezed to a point beyond which it is not safe to go.

Profit and Efficiency. The wage motive will cause a man to take a job if the profit motive first creates the job. Furthermore, the rate of profit is a guide to production. We have all heard much in recent years of the inefficiencies of government enterprise, the lack of diligence and incentive of bureaucrats and government workers in general. They lack the profit incentive to guide the allocation of resources.

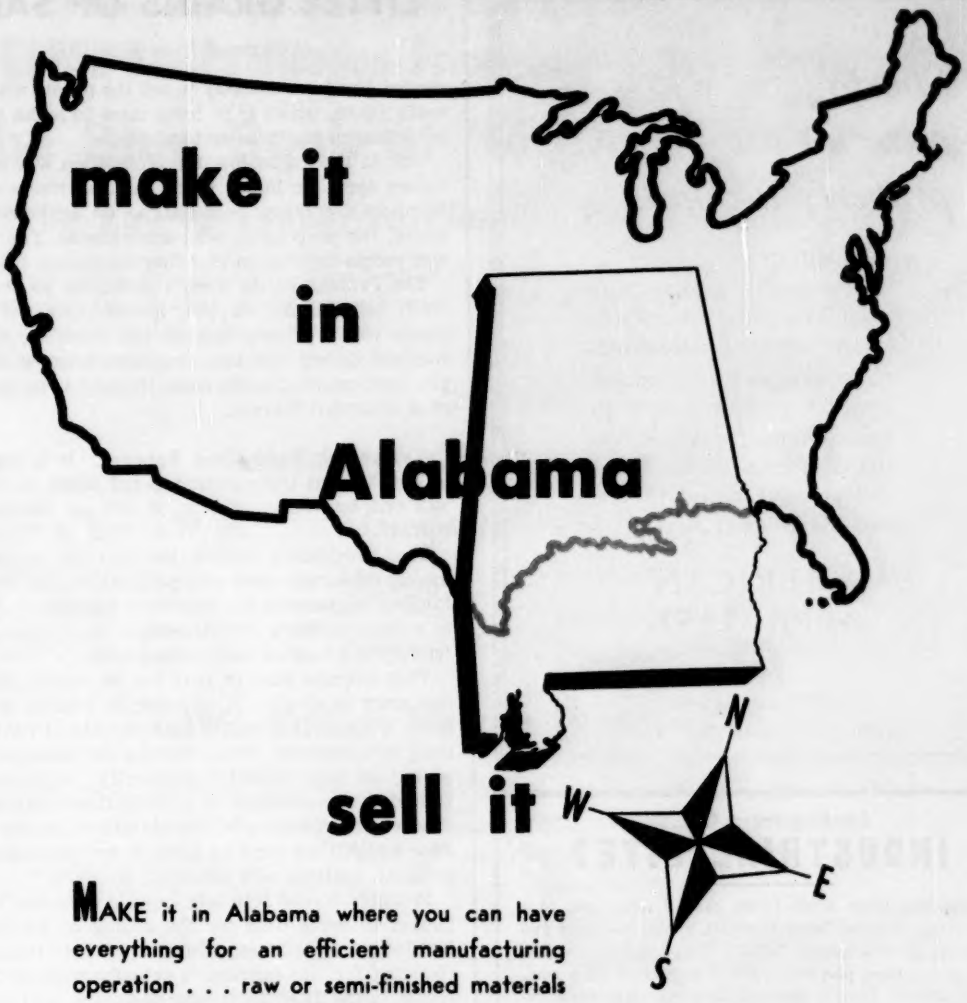
The profit motive is one of our most powerful forces for conservation. In this country we have some 4,000,000 separate businesses each of which is anxious to survive and most of them are anxious to grow. This means we have 4,000,000 separate business budgets where someone is watching out to see where costs can be cut, trying to see where waste can be eliminated. The profit motive encourages the enterprise and those who run the enterprise, to get the most out of every pound of raw material, out of every pound of unit of energy, and try to make all the resources go as far as possible.

It can be demonstrated that the profit motive is a powerful factor working in the interests of efficiency and productivity and a rising standard of living.

Choice vs System. Several years ago one of the officials of the British Labor Government said quite baldly that of course he knew what was good for the great mass of people better than the mass of people knew themselves.

Now any man who has that conviction will of course deplore a system whereby people are allowed freely to

(*Continued on page* 20)



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LITTLE GRAINS OF SAND

(Continued from page 18)

choose. But he is unlikely to tell the people what he is really up to, which is to force them to make a choice according to his ideas and standards.

One of the arguments for prohibition was that the money spent on liquor would build so many schools, hospitals and things essential. As an arithmetical exercise, the proposition was unassailable. The trouble was people insisted on spending the money for liquor.

The Prohibitionists were a dedicated lot and they really believed that stopping manufacture and sale of liquor would cause people to quit drinking. In other words a system was imposing something on the people. And essentially the same thought is in the mind of a dedicated Marxist.

Yesterday, Today and Forever. It is beginning to appear that the question is not when foreign aid will end but when, if ever, it will be substantially reduced.

The President's budget provides no answer. It merely rehearses—and very perfunctorily at that—the familiar arguments for continued assistance: The aid is mostly military and therefore constitutes an integral part of our own national security.

That premise may or may not be sound. It is not necessary to dispute it in order to inquire why our allies are not at this late date capable of paying for their own defenses. West Europe, for example, is enjoying an unprecedented prosperity; why must the United States continue to provide these nations with what the President calls "the margin of outside assistance which they need to develop and maintain their political, military and economic strength"?

Probably no one seriously expected the new Federal budget to set a date for the ending of foreign aid. But it may come as something of a jolt to realize that spending for this purpose is actually scheduled to increase in the 1956 fiscal year beginning next July 1.

The Electric Utilities. The demand for electricity in 1954 proved to be slightly greater than expected by the industry. Estimates of a 4 or 5% gain were given at the year's beginning, and it now appears that a production of some 470 billion kwh was recorded in 1954. This is 6.2% ahead of 1953.

With such a gain recorded in the face of a declining production by the nation's factories and mines, the outlook for 1955 is for an even more robust increase. A rise of 7 to 8% over 1954 would seem to be the minimum to be looked for.

Coal consumption by the utilities in 1955, because of increased efficiency, is not expected to show as much gain as that in prospect for electric production. However, there are at least two favorable factors tending to reduce the impact for coal of the less-than-a-pound of coal per kilowatt-hour to be recorded in 1955. One is the greatly increased electric demand in the Southeast which is being almost totally fueled with coal. The other is the prospect of larger demand on the electric system which will not permit the load to be carried exclusively by the latest and newest plants.

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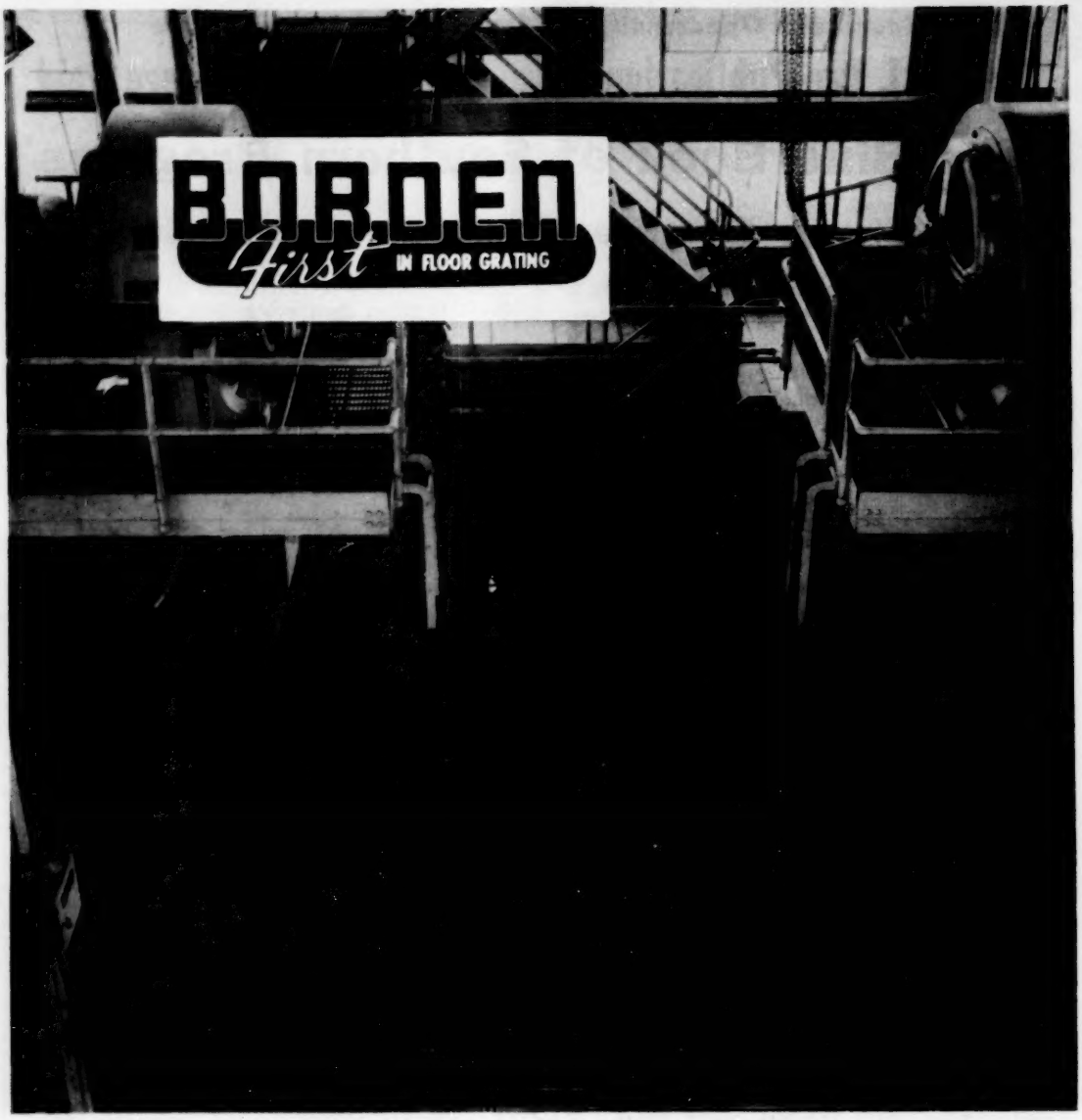

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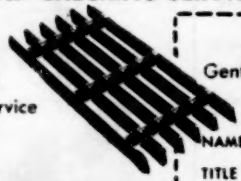

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"What Enriches the South Enriches the Nation"

A Moral Issue

The so-called "Right to Work" laws now in effect in seventeen of the states of the union and under serious consideration in many other state legislatures right now, merely affirm the principle that a worker has the right to join or not to join a labor union as he individually sees fit without in any way jeopardizing his or her job.

Since the right to work is the essence of freedom any denial or abridgement of that right is slavery or smacks of slavery to the extent that it interferes with the right.

Because of this perfectly apparent fact it seems ludicrous that so many of our otherwise thoughtful citizens have been taken in by the propaganda of labors' bosses who scream that the union shop benefits labor and the nation. Certainly if union membership is the desirable thing that the mouthpieces of organized labor paint it to be then individual working men should find it so desirable that no compulsion either by law or by goon squads would be necessary.

As the February issue of *Nation's Business* puts it "Is organized labor's concern over possible passage of right-to-work laws an admission of its own failures?

"The fact that only some 16,000,000 of the nation's 64,000,000 working people are union members suggests that the majority are not convinced that union membership is a bargain. Now the leaders' complaint that, without compulsory membership, the union movement will be sabotaged appears to be an admission that, even among the 16,000,000 union members, there are many who would not be there except that the law permits contracts which say they must.

"Labor leaders insist that unless union membership is compulsory many workers will seize the opportunity to enjoy the fruits of collective bargaining without carrying any of the burden. Which seems to be a way of saying that, in the opinion of their leaders, union members are a bunch of cheap free-loaders who wouldn't pay for anything they could steal.

"A good many other organizations could tell the union chiefs that this view is unjustified.

"Working people provide a large part of the support of churches, lodges, veterans organizations—to name only a few—without compulsion of any kind except that which comes from within them."

Before passage of the Wagner Act, many employers demanded and received from employees their signatures to what was known as "Yellow Dog" contracts in an effort to perpetuate the open shop. Liberal statesmen, among them such Senators as Borah, Norris and Wagner fought eloquently and successfully to free the working man from this infringement on his freedom of action by employers.

But where are the voices of the self-styled liberals of today? Are they raised on behalf of the working man now that his freedom is being denied him by labor unions? Quite the contrary. No Senator Humphrey, Douglas, Ives or Morse expresses any audible concern for the economic freedom of each man who earns his own living. Their hearts bleed and their tears fall for the powerful leaders who are attempting to convert their present monopolistic power over industry into political power over all of society as well, and who, if they could enter the polls with their dupes, would be successful.

The issue raised by Right to Work legislation is not whether the laws banning compulsory union membership are better for management and more troublesome for labor unions. It is a simple, moral issue: Should a man be forced unwillingly to join a union in order to keep his job?

The South Should Intensify Industrial Recruitment . . .

As Plant Investments Enter New Period Of Rapid Growth

By Sidney Fish
Industrial Analyst

A NEW wave of capital investments by basic industries appears to be shaping up, as the nation prepares for the substantially larger markets for goods that will come within the next five years. The South must be prepared to work aggressively to get its full share of the new plants that will be built.

Following the completion of the big expansion programs in steel, automobiles, aluminum, chemicals, cement and other industries, which were induced initially by the needs of the Korean War, it appeared that capital investments would drop rather sharply in 1954, at least until 1957 or 1958.

But events of recent months have shown clearly that the investment needs of basic industries will be of a continuing nature. Capital spending appears to be entering a new period of growth, resulting from the steadily increasing needs of the civilian economy. This means that the South may be entering upon another golden period of industrial development.

All of the basic industries have shown since the beginning of 1955 that they are prepared to invest money heavily not only to increase capacity but to reduce costs of production.

Here are just a few of the events which show the more favorable trend in capital investments by industry:

1. General Motors Corporation in January announced that its investments for the two-year period 1954-1955 would come to over $1.5 billions. To help finance this program, General Motors has just completed the largest equity financing ever undertaken by an industrial company, consisting of the sale of over 4 million shares of its stock for over $320 million. Success of this offering may mean that other large companies will similarly sell stock to their shareholders so that they can finance the construction of new plants.

2. Bethlehem Steel Corporation has announced a brand-new $100 million expansion and modernization program at its huge Sparrows Point, Md., plant, which serves the South. This program does not involve any additional coke ovens, blast furnaces or open hearths, since basic capacity is still ample. But it does reflect the need for new facilities to roll and process hot and cold rolled plate, sheets and strip, tin plate and galvanized sheets.

The steel industry has been unable to keep up with the demand for the light flat rolled products in recent months, and is sold out on these products through next June. It could use more rolling capacity to take care of the peak seasonal needs of the auto, appliance, canning and construction industries. Steel companies other than Bethlehem which have announced new expansion programs include Atlantic Steel, in Georgia, Armco Steel, which has big facilities at Middletown, Ohio, and Houston, Texas; Jones & Laughlin Steel Corp., which has announced a $50 million program; Youngstown Sheet & Tube, and others.

One steel company with Southern facilities could have sold several hundred thousand tons of additional output during the first half of this year, owing to

Union Bag and Paper Company's mammoth plant at Savannah, Georgia, is an example of an industry that capitalizes on the South's asset of forest reserves.

the sudden increase in the demand. Such a situation does not point to acute shortages, since some of the demand was to rebuild depleted inventories of customers. But it does mean that sooner or later—probably sooner—new rolling mills will have to be added in the South, because steel needs are growing from year to year.

3. The aluminum industry is continuing to add to its capacity in the South. Aluminum Company of America, for example, has just announced a $35 million program to increase its primary capacity by 10 per cent. New pot lines will be added at Rockdale, Tex., and at Point Comfort, Tex.

4. The newsprint industry (a postwar addition to the South's industries) is continuing to expand in the South. Last October, the $60 million plant of Bowaters Paper Corporation went into operation at Calhoun, Tenn., utilizing the forest resources of Tennessee, North Carolina, Georgia and Alabama to make newsprint for the growing needs of Southern newspapers and magazines. Recently, the International Paper Company announced that it would build a new Southern newsprint plant, its first in the South. Hitherto, all of International's newsprint expansion has been in Canada. The company has vast Southern forest reserves.

5. The petrochemical industry is continuing to expand. Most of its growth is concentrated in the South. In addition, new fertilizer plants and other new chemical operations have been announced in the South.

6. The cement industry, facing increasing requirements resulting from President Eisenhower's $50 billion ten year highway program, is mapping a 20 per cent increase in its capacity. Already, cement plant projects involving investments of over $100 million have been announced, since Dec. 1. Among the big Southern projects is the expansion program of Lone Star Cement Corporation in Texas. But other cement companies are expected to increase their Southern capacity.

Many types of metal working industries are finding their way into the South. For example, National Supply Company, biggest producer of oil well equipment, recently constructed a $3.7 million plant at Gainesville, Texas, to make oil field machinery. Discussing this new plant, A. E. Walker, Chairman of National Supply, said: "Located in the heart of a large oil-producing area, the plant is expected to show lower manufacturing costs, and a very material saving in the cost of delivering our products to the customer."

Mr. Walker placed his finger on two factors which are influencing decisions to locate plants in the South. It is estimated that the petroleum industry will drill over 54,000 new wells this year, which would mean an increase over the 53,900 wells drilled in 1954. Such operations mean large requirements for all kinds of steel drilling equipment, ranging from drill pipe to rock bits. A complete drilling rig may cost over $750,000. In the past, National Supply has supplied these requirements of Southwest and Gulf Coast wells largely from its plants in Pennsylvania, Ohio and California, although the company has had a plant at Houston. The South accounts for over one-half of the wells drilled each year, principally in the Southwest and the Gulf Coast. These two areas accounted for over 117,000 of the 218,000 feet of wells drilled last year. National Supply's move in decentralizing in the Southwest has been matched by Dresser Industries and other companies.

Metalworking industries are generally finding big economies in locating new plants in the South. Oil is only one of the lures that are accounting for this trend. A survey by the Houston Chamber of Commerce, over a year ago, showed that on a 100 mile strip of the Texas Gulf Coast, it had located, through a survey, 111 metal fabricating plants, 53 plants making oil tools, 22 foundries and 8 primary metal plants. These 194 plants alone represented an investment of $310 million, and annual sales of $660 million. In addition to those uncovered by this survey, there were probably at least 100 others in the Houston-Gulf Coast area, employing 20 or more workers. Assuming that steel accounted for one-third the value of the products of these plants, this would indicate a market for 2 million tons in the Houston area, figuring the sales of steel at $100 a ton.

The markets served by these metal industries are rich and growing—chemicals, construction, oil, automobiles, consumer goods, etc. The Houston area is one of the most rapidly growing industrial areas in the country. To take care of its needs, more steel and aluminum capacity will be needed.

To serve the needs of the growing industrial might of the Southwest, new steel and aluminum rolling mills will have to be built. Already, many customers of the steel and aluminum industries, in the Southwest, are indicating that they would like to see more metal capacity located nearby, so that their needs will be taken care of more adequately.

Freight costs to the Southwest are high. With the enormous industrial growth potential in this area, it would not be surprising to see one or more entirely new integrated steel plants built in Texas on the next big wave of steel expansion. Very likely this will happen within the next five or ten years. While the initial costs of such new steel plants is large, inducements are likely to be offered by the Government for steel plant construction, in the form of tax-deductible accelerated write-offs of such plants. Competition in the steel industry will force important steel producers to enter the Southwest for the first time.

Nor is the Southwest the only area which seems destined for important steel and aluminum expansion. Rich iron ore from Venezuela will play a part in speeding the development of basic steel plants in Birmingham, Georgia, Kentucky and other industrial centers.

Steel needs are rising rapidly in the South. The appliance industry has only scratched the surface of its potential in the South. Appliance makers are expecting the demand for their products to double by 1960. New capacity will have to be built in the South to take care of this demand, for it would be wasteful for appliance producers to attempt to serve this market from distant Northern mills. General Electric, in moving its main appliance plant to Louisville, has pointed the direction in which other large appliance capacity is likely to be built.

New industries like electronics and air conditioning have apparently decided that a large part of future output will come from the South.

North Carolina has succeeded in winning several important electronic plants, including those of Westinghouse Electric (instruments), General Electric (electric blankets), Sprague Electric and Cornell-Dubilier (capacitors) and several others. It seems likely that this will become one of the most important industries in that state, because of the rapid growth potential in all electronic lines.

The South has an excellent opportunity to gain a larger proportion of the new industrial capacity now on the planning boards than it has succeeded in winning in the past. But it must work aggressively if it is to achieve the maximum success. It must fight for legislation that will make it easier to locate entirely new integrated steel plants and aluminum rolling capacity in the South. In the past, too much of the so-called decentralization program that was stimulated by the Korean defense program was dictated by expediency. Additional capacity was added to Northern plants, because such capacity could be built more cheaply at existing steel plants than in entirely new locations. Hence while capacity was added, decentralization was achieved only to a limited degree. In some cases, the industry has been further concentrated in such Northern industrial centers as Cleveland, Chicago and Pittsburgh.

The South must also learn to carry on its promotional efforts in a way which will aid the entire area. Competition between Southern industrial cities is fierce at present. Competition is sound, if it is not carried too far. Why should not Southern cities maintain regional solidarity by telling of the advantages of the entire South, in the promotional literature and advertising of individual cities and states? In ths way, the aggressive competition of Northern cities would be more adequately met.

Finally, the South must learn to evaluate its advantages so that it can use them to recruit new industries most effectively. While it is all right to hunt some types of game with a shotgun, in other cases a rifle is called for. In other words, where the South already has important assets—minerals, forest reserves, petrochemicals, rich consumer markets—it should seek those industries which can best capitalize on those assets.

The industry recruitment programs of Southern areas should be greatly intensified over the next two or three years. The investments in new plants over the next ten years will be huge and the rewards will be great to those cities which can do the most effective selling jobs.

Nuclear Energy—the Catalyst For Florida's Industrial Growth

by Joseph Weil*

Florida is proud of the fact that the growth of manufacturing has accelerated greatly in recent years and the increased volume of manufactured products has been a great aid to all its citizens—in particular to the farmer and grower. Agriculture, too, has expanded. In 1937 the value of the agricultural products grown in this State was $147,000,000. In 1952 it was $515,000,000—in other words, an increase of 250 per cent.

Certainly, if it were not for the industrial growth that occurred simultaneously, and the processing of more and more farm products within the State, this growth would not have occurred. As industry flourishes, as manufacturing plants spring up, Florida's entire economic stability is improved. It is surprising how few well-informed persons have any cognizance of the true size of manufacturing operations in Florida. How infrequently, after giving the above statistics for agriculture and then propounding the question: "What then do you consider to be the value of the products manufactured in Florida?" do I receive an answer that indicates the comprehension of the true picture. Back in 1937, the value of products manufactured in Florida totaled $217,000,000. For the year 1952, that figure becomes $1,275,000,000. Thus while the value of agriculture products has increased 250 per cent, industry has increased 500 per cent. Of course, one might say that practically all the manufacturing is associated with agriculture. Certainly, tanning hides and making shoes are closely associated with cattle raising. Processing citrus juice is closely related to growing citrus, and the manufacture of paper and furniture is associated with the production of lumber and the growing of trees.

Basically what this means is that, from a given area, the products of farm and mine, of grove and forest are at first shipped as raw products. As the industrial leaders of an area recognize the important economic gains that result from local manufacture, less of the raw materials are shipped as such and industrial development brings greater growth and wealth to the region. Agriculture and industry must develop side-by-side for their mutual advantage and for overall prosperity of an area.

A great deal has already been done in this developmental picture, and one need only go to the top of one of the tall buildings in this area and look around to see the expanded industrial development which has occurred in the last decade or so. It is my theme that this area and its citizens must provide great leadership and further industrial stimulus. Tampa's location on the Gulf of Mexico offers adequate sea transportation to all parts of the world. As the center of population shifts farther and farther westward from the metropolitan centers of the East, it gives to you an ever greater competitive advantage over these cities. Swing a circle of a thousand-mile radius from where we sit today, and you encompass a great mass of people who reside in what may truly be considered a reasonable trading area. You can easily reach them by boat, by train, by truck, and by air. Here in Florida, one of the fastest growing states of the country, you have a very close trading area of ever increasing magnitude. For further expansion the thousand-mile radius can be extended for many specialty products.

The future of industry will probably be even more dependent upon the availability of water supplies. Here you have both salt and fresh water in copious quantities. Within a reasonable radius of where we are there are farms and groves producing fruits and vegetables of a quality unsurpassed throughout the world. Within a short radius from here are lime pits and mineral resources of a wealth yet unknown. Cattle are found in ever-increasing numbers in the ranches close by. Fishing, both for commercial purposes and for pleasure, is available within a stone's throw. The state of Florida abounds with many minerals, some of which in the future will be as widely used as the common metals of today—aluminum, iron, and copper. What then are we waiting for? Florida has, it seems, almost everything for an industrial expansion of tremendous magnitude. Only one thing is missing, and that is fuel for energy. While it is true that for many industrial processes the cost of energy for production is only a small part of the total cost of manufacturing the product, it is also true that energy in the form of heat is an important part of the cost of producing many other products. The great industrial centers of our nation are not far removed from important sources of fuel supplies. It is my definite feeling that many of the processes which will become a part of the increased manufacing expansion of Florida in the future are greatly dependent upon large quantities of heat. It is likewise my belief that if a cheap source of fuel were available, the entire living conditions in our State would be materially changed.

I visualize the time when, because of the availability of heat energy at low cost, your homes will be heated in the winter and cooled in the summer by heat that is brought to you in the same manner that wires now bring you electricity. Nor will your plants in many cases have their own boilers for generating heat, but this, too, will be brought to you through available heat lines and metered accordingly. The availability of such energy will give an industrial expansion that would cause an impetus in the use of electrical energy beyond anything that we now can see. Just as the improvement in lighting facilities resulting from the Mazda lamp, as compared to the carbon lamp, produced a tremendous increase in electrical consumption, so too will this new source of energy bring about an expansion in the electrical industry greater than any we have ever seen.

I believe that nuclear energy for industrial applications is just around the corner. I share the belief of many of the industrial leaders of the nation that within three to five years nuclear energy will become available to industry. Nuclear energy is in effect a weightless fuel. A pound of uranium 235 contains more than a million times the energy of a pound of coal. A cubic inch, if operated at 100 per cent efficiency, would operate a thousand kilowatt generator for a year. A mass equivalent to the size of a person's head would furnish the electrical energy used by the city of Tampa for a year, assuming 100 per cent efficiency.

Florida is one of the three states of the country having the highest fuel cost; therefore, it stands to benefit most from such a development. It is of particular interest to recognize that one of the great sources of nuclear energy, uranium, is found within a short distance of Tampa. I am sure that all of you are aware of the potential production of uranium from our phosphate plants. A recent article referred to Bartow, your close neighbor, as the uranium city. The picture is most interesting. For from these prosphate plants the Government is now extracting as a by-product uranium oxide, otherwise known as U-308, to be sent to the government plants for processing. It is interesting to note that an estimate indicates that from a ton of phosphate ore, on the average less than a quarter of a pound of uranium oxide is secured, and yet when it is recognized that in 1952, 39 million tons of phosphate ore were mined, it would mean (based on this quarter pound figure) that approximately 10 million pounds of U-308 could have been recovered. Again I wish to point out, however, that the material is mined in Florida and shipped elsewhere for processing. Why should that not be done here? Certainly, only a small percentage of these 10 million pounds is recovered in the final form of uranium. Then it must be understood that from this uranium only approximately 7/10 of 1 per cent will be in the form of fissionable material, U-235.

(*Continued on page* 53)

*Dean, College of Engineering, and Director, Engineering and Industrial Experiment Station, University of Florida, Gainesville.

Little Rock Industrial District Result of Careful Planning

Two years of exhaustive study and planning were climaxed recently with the official opening of the Little Rock Industrial District, a mile-square tract on the outskirts of Arkansas' capital city.

Opening of the 525-acre District solved, partially at least, a problem that has been a major obstacle in the industrial development of the Greater Little Rock area. It opened new opportunities, too, for large and small industries seeking location in a district organized, planned, engineered, and zoned exclusively for manufacturing, warehousing and sales offices.

The story of Little Rock Industrial District—the men behind it and how it came to be—began just a little over two years ago. But the problem behind the story began during and immediately after World War II.

In 1939, Little Rock, North Little Rock and the surrounding communities that make up Greater Little Rock had 129 manufacturing plants. By 1953 that number exceeded 300. As a result, suitable factory sites were few and far between —and they commanded premium prices.

New industries looking over the Little Rock area as a possible plant location were impressed with its transportation, labor supply, raw materials, utilities, accessibility to market, and favorable tax climate. But when it got down to obtaining a suitable site, the best answer they got was, "we'll try."

As a result, the Greater Little Rock area lost many good industries that would have added badly needed payrolls.

There was, of course, considerable property that could be used as plant sites. But most of it was, and is, subject to one or more impeding characteristics. Even the Chambers of Commerce of the twin cities of Little Rock and North Little Rock were reluctant to do a real selling job to prospective industries.

"All we could do was tell 'em the sad truth and then wave farewell to them as they left to continue their search elsewhere," a Chamber executive said.

Then, early in 1953, a group of Little Rock business and professional men decided that the time had come to do something about the situation. They agreed that the best solution would be a planned industrial district patterned after the best such districts in the nation.

Everett Tucker, Jr., Industrial Development Manager of the Little Rock Chamber of Commerce, recalls that meeting:

"They agreed that if Little Rock was going to have an industrial district, it would be a highly organized and carefully planned district—second to none in the country. They emphasized that it would be that or nothing."

So the group sought and followed the advice and counsel of competent and experienced industrial site developers in other cities. Industrial development departments of railroads and utilities were consulted and their recommendations were followed. Local engineering counsel familiar with all potential sites in the Greater Little Rock area was retained.

Utilizing all this experienced, expert advice, the group set out to select a site that would best meet all requirements. They inspected acre after acre of land, pondered pages of engineering data. Every potential site in the Greater Little Rock area received careful study and consideration.

Finally, by a process of elimination, it became readily apparent that a 525-acre tract just outside Little Rock's southwest city limits filled the bill. The tract was out of the traffic congested section, but still only a 10-minute drive from downtown Little Rock. The group contacted the 14 individuals owning land in the area to make sure they were willing to sell.

Then, in May of 1953, the group went before a meeting of some 100 Greater Little Rock civic, business and professional leaders to explain their plans. The proposed project was received with overwhelming enthusiasm and the green light was flashed for organization of a company to handle all details.

A few days later Industrial Development Company of Little Rock was incorporated, with R. A. Lile, R. A. Lile & Co., accountants, as president. Other officers, all members of the group that carried the ball from the first, were Jack Pickens, of Dickmann-Pickens-Bond Construction Co., vice president; A. Howard Stebbins, Jr., of Stebbins & Roberts, Inc., paint manufacturers, treasurer, and Tucker, executive director and secretary.

Authorized capital structure was, and is, $750,000—$500,000 in common stock of $100 par value each and 250,000 of 10-year four per cent debentures.

Within a short time after incorporation, 225,000 had been subscribed by 65 business firms and individuals. Subscriptions ranged from $1,000 to $10,000 with the average proportion 60 per cent bonds and 40 per cent stock.

That was sufficient for the initial phases of the project. The land was purchased and preliminary development was started.

"We haven't had any difficulty obtaining money," Lile said. "As we need additional funds for further work, we go out and sell more securities. Greater Little Rock business and professional people know a sound investment when they see it, so selling our stocks and bonds is the easiest part of the job."

The company, however, is careful to make certain that its securities go to those people who are most influential in the community and who have actively worked for the area's betterment and economic well-being.

"Although all of us hope there will be some return on our investment, the primary interest of all the officers, directors and security holders has been, and will continue to be, the attraction and creation of additional payrolls for Little Rock," Lile added. "We'll be content to take our 'dividends' in increased payrolls that will benefit the entire area."

In the marketing of the property, which is just beginning, the company works directly with the individual industry or through real estate brokers, both local and national. Present promotion is limited to personal contact and direct mail, but some national advertising may be used later.

Basic lay-out for Little Rock Industrial District was developed by Forrest and Cotton, the engineering firm that laid out the Trinity Industrial District in Dallas, Texas, in consultation with Kenneth LeFever, Little Rock consulting engineer. As a result, the Little Rock project incorporates all the best features of the Trinity district as well as those of similar projects in other parts of the country.

Preliminary development of the Little Rock district was completed early this year. An arterial by-pass (65th Street) through the center of the district that connects U. S. highways on the east and west is nearing completion and water, sewer, and high pressure gas transmission lines already have been laid. Electric power comes from a 115,000 KVA transmission line of Arkansas Power & Light Company that crosses the property, and Southwestern Bell Telephone Company is set up to provide telephone and TWX service to the area through its Little Rock Metropolitan exchanges.

All utilities, along with rail trackage, will be brought to the purchaser's property line at no additional cost to the purchaser.

Transportation-wise, the district is ideally located. Main lines of the Missouri Pacific and Rock Island railroads pass within less than a mile of the district boundaries and both will have access to the area. A new four-lane U. S. highway passes within one mile to the west, and another U. S. highway is one mile east. They are linked by the new 65th Street, the arterial by-pass through the center of the district. Still another U. S. highway is within four miles to the northeast. In addition, the district is practically bisected by east-west and north-south county roads.

Restrictions protecting owners of property in the district include prohibition of nuisance industries, minimum con-

(Continued on page 55)

Newport Steel Opens Cold Reversing Mill

Industry's heavy demand for cold rolled steel was provided a fresh source of supply with the recent formal opening of Newport Steel Corporation's new reversing cold mill.

The event marked the addition of another end product to Newport's growing list of flat rolled sheet finishes.

Newport Steel, whose history dates back to 1885, is one of the few mills in the United States where strip is hot rolled directly from ingot into finished coil in one straight line-operation. With the new facility that went into production, Newport can now convert these hot rolled coils into cold rolled sheets to the exact gauge and finish specified by the automobile industry, appliance manufacturers and other users of steel.

"The start of cold rolled steel production here is significant not only to the further economic development of this area, but to all industry," Kentucky's Acting Governor Emerson Beauchamp pointed out to the approximately 350 guests attending the ceremony.

On invitation from Louis E. Wolfson, president and board chairman of Newport Steel Corporation and its parent company, Merritt-Chapman & Scott Corporation, Acting Governor Beauchamp threw the switch which placed the new cold rolling facility in regular operation. The mill has been thoroughly test run since early December.

Major item in a $9,000,000 expansion and modernization program that has been underway at Newport Steel, it went into production as the industry rate of operations continued to climb. The mill's output will help satisfy the growing demand for cold rolled sheets, which presently are in short supply.

Newport's new mill features a cold reversing stand which, with strip speeds up to 1,700 feet per minute, can reduce hot rolled pickled coils to desired gauge in coil widths for shearing into flat sheets up to 48 inches wide.

Robert E. Harvey, executive vice president and general manager of Newport Steel, reported that initial orders were on hand and in process of production.

Mr. Wolfson emphasized at the opening ceremony that the start of production of cold rolled steel reflected some of the progress achieved to date in plans announced by Merritt-Chapman & Scott when it acquired Newport Steel last March to expand the latter's operations, and to broaden the list of products available to its customers.

"This is an opportune occasion," the president of Newport Steel and Merritt-Chapman & Scott said, "to re-emphasize that we consider our customers as integral members of Newport Steel's business, always with first claim upon production. Merritt-Chapman & Scott requires very little of Newport's output for its construction and other activities. Our interest, rather, is in furthering a long term growth for Newport Steel solidly founded on customer satisfaction."

Carl M. Riefkin, vice president for sales, pointed out that completion of the cold rolling mill, plus recent installation and modernization of other facilities, now placed Newport Steel in position to provide its customers with a wide range of both hot and cold rolled steel products. The list includes cold rolled sheets, hot rolled sheets and coils; hot rolled pickled sheets and coils; electrical sheets; galvanized, galvannealed and color-bond sheets; alloy sheets and plates, electric weld line pipe, corrugated roofing and siding, plain and bituminous coated corrugated round and arch pipe; eave trough and conductor pipe and garage doors.

In addition to the cold rolling mill, other improvements completed and put into operation at Newport in the past year have included a new reversing hot strip mill, culvert coating equipment, facilities for production of arch culvert pipe, new conductor pipe and gutter machines, and extensions to the electric weld line pipe mill.

Erected by Merritt-Chapman & Scott's Industrial & Building Construction Division, Newport's new cold rolling mill was built as an extension to the plant unit housing the continuous pickling line, where the hot rolled steel is processed to remove surface scale.

The main building of the cold mill is 300 feet long by 100 feet wide and 63 feet high. The adjoining motor room, which houses the mill's electrical equipment, is of steel and concrete block construction, 125 feet long by 40 feet wide.

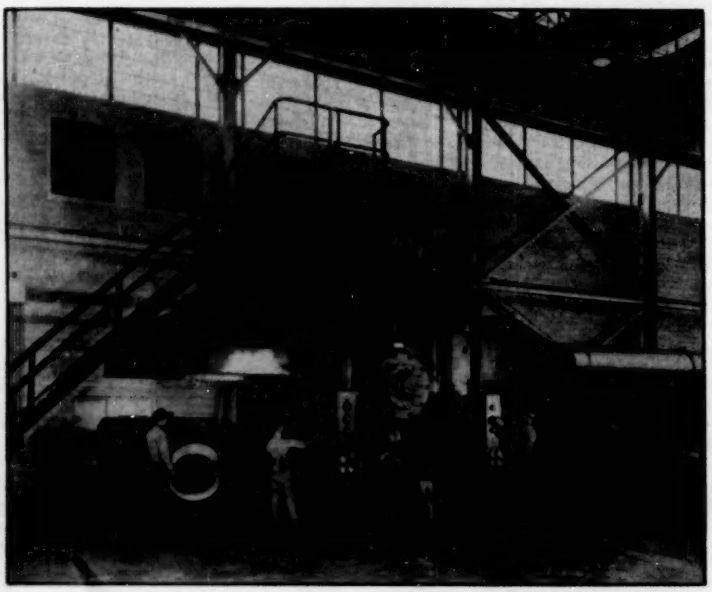
Cold rolling, which improves the physical properties of steel and makes it more ductile, permits strip thicknesses to be reduced more accurately than is possible by hot rolling.

At Newport's hot mill, ingots first go through a slabbing mill, where they are reduced into flat plate ⅝-inch thick and approximately 135 feet long. The plate then goes to the new hot reversing strip mill, installed last summer, where it is rolled into a coil of steel from ¼ to 1/16-inch thick, up to 48 inches wide and approximately 1,350 feet long.

From the hot mill, the coils go to the continuous pickling line for removal of scale. As each is decoiled through a scale breaking unit, it is stitched to the preceding coil and is pulled through successive baths of sulphuric acid and hot water. After passing through a trimming unit that produces a machined edge by shearing approximately a half-inch from either side of the strip, the steel is recoiled on a tension reel.

From the pickling line, the coils go to

(*Continued on page* 53)



Cold reversing stand with strip speeds up to 1,700 feet per minute increases productivity for Newport Steel.

Deep-Water Drilling Platform Commissioned At Orange, Texas

The newest, and what some oil men believe to have the greatest utility, in deep-water drilling platforms, was commissioned last month at its construction site on the Sabine waterway in Orange, Texas.

The new product is The Offshore Company's big offshore, mobile drilling platform. It was fabricated and constructed at the plant of Consolidated Western Steel Division of United States Steel Corporation.

Sponsor for the commissioning was Mrs. C. T. Chenery, wife of the Chairman of the Board of the Offshore Company. Mr. and Mrs. Chenery are residents of New York.

The commissioning was accomplished when Mrs. Chenery handed Rig Superintendent W. B. Stuard a bright green-bordered pennant before more than 1500 onlookers. Mr. Stuard ran the pennant to the top of the rig's 140-foot derrick to signal the platform's readiness for its maiden operation.

The new unit is a DeLong-type platform supporting equipment capable of drilling in waters up to 100 feet in depth. The design is based on the same basic features of mobility and stability as the first DeLong model which has operated with great success in the Gulf of Mexico since its completion in April, 1954. It is towed to location as a barge. There it is quickly transformed into a stationary platform. Huge steel tubes or caissons drop to the ocean floor and powerful air jacking mechanisms raise the hull to suitable drilling position above the water surface.

In brief ceremonies preceding the commissioning by Mrs. Chenery, Alden G. Roach, President of U. S. Steel's Consolidated Western Steel Division, San Francisco, formally delivered the platform to Mr. Chenery, who accepted it for his firm, a subsidiary of Southern Production Company, Inc., Fort Worth, Texas, of which he is also Chairman of the Board. Master of ceremonies was Lee S. Cline, Consolidated Western Assistant Vice President, of Orange.

After the commissioning ceremony, the big platform was put into an exhibit performance for the visitors, among whom were top executives of Offshore and Consolidated Western, important oil and banking industry figures, civic leaders of the Orange area and the plant workers who built it. Visitors saw a demonstration of the hull being raised in the Sabine River adjacent to the plant, then lowered to its original position.

Top officials of both The Offshore Company and Consolidated Western viewed the program. Besides Mr. Chenery, members of the Board of The Offshore Company include Roy C. Williamson, Vice Chairman; T. S. Stoneman, President; H. P. Maxton, Vice President, Secretary and Treasurer; Roger W. Wilson, Vice President; J. E. Vaeth, H. T. Ellwood, Col. L. B. DeLong and T. P. Hull, Jr. In addition, W H. Moore is a Vice President of the Company.

With Mr. Roach were C. W. Lee, Vice President and General Manager of the Consolidated Western Steel Division, from Los Angeles; P. M. Cobb, Vice President—Sales, San Francisco; T. R. Rooney, Vice President—Production, Los Angeles; Kenneth Lieber, Vice President—Engineering, Los Angeles; F. J. Lackey, Assistant to President, Texas District, Houston; J. H. Long, Assistant Vice President and Texas District Manager of Sales, Houston.

Offshore will initially operate the platform on a contract basis. The rig, the company's fifteenth, is designed to drill to depths exceeding 15,000 feet below the bottom of the Gulf. Claud Crone, Offshore's veteran drilling superintendent under whose supervision it will operate, was here to see the new member join his fleet.

The platform's first assignment is a well for the Humble Oil and Refining Company off the Louisiana Coast near Grand Isle. It is scheduled to depart for that location shortly. Humble is the firm to whom the first DeLong unit has been leased since its commissioning.

The new platform, whose design is based on patent applications of Colonel L. B. DeLong, is a study in steel statistics. The hull is 220 feet long, 117 feet wide and 13½ feet deep. With drilling equipment it weighs over 4200 tons. At location it is supported by 14 caissons. They are 200 feet long and six feet in diameter and weigh 94 tons each. The cylindrical tanks circling the lower ends of the caissons are 18 feet high, 16 feet in diameter and weigh 43 tons apiece. Caissons and tanks bring the overall weight of the unit to more than 6100 tons.

Engineering features revolve around a series of great air jacks, one working on each caisson, which operate simultaneously or individually from a central control panel. The caissons tower from wells set along the sides of the hull while the unit, with complete equipment, is towed as an ordinary barge to location. There it quickly transforms itself into a sturdy platform. Caissons slip through the hull to the ocean floor.

The tanks around the bottom of the caissons, called "doughnuts," serve as a buffer against excess penetration into the mud.

The jacks, secured to the deck, and working together, climb the caissons, taking the hull with them, until the platform is at the desired height above the water. Mechanical grippers built into the jacks grasp the caissons and clamp the

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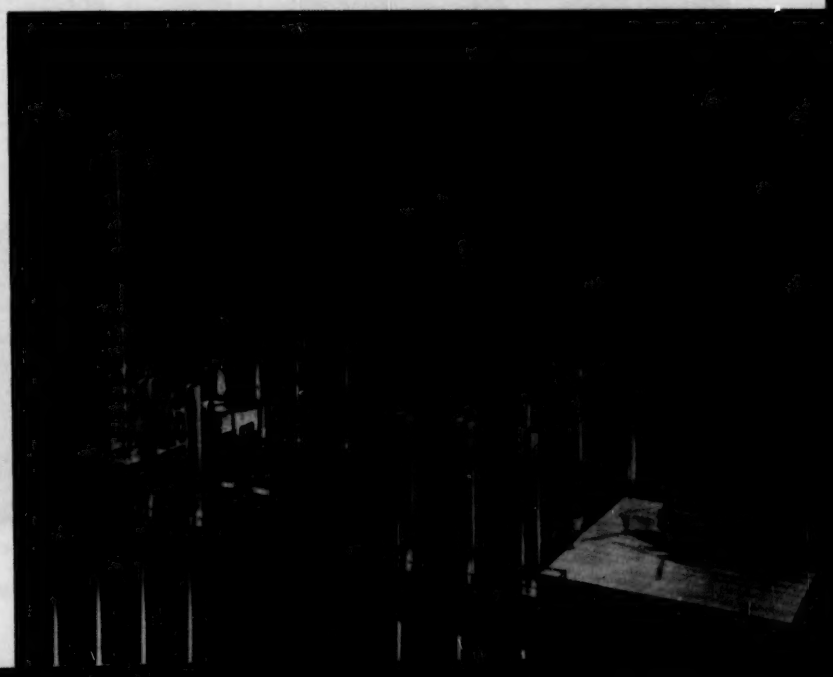


Latest DeLong type drilling platform for deep-water use has heliport for quick liaison.

"Stretch" Nylon Revolutionizes Hosiery Industry's Economy

by J. A. Daly

Something like a "revolution" in hosiery production is being impelled by the recent advent of processes to give elasticity to nylon knitting yarn.

The hosiery industry of the United States largely is concentrated in the Southeast. This industry probably occupies the strongest financial position in its history after two years of severe readjustment. One major detail of that readjustment was the marked decline in the industry of Pennsylvania, the North's leading state. Another detail of significance was the strengthening of the industry in North Carolina, far out in front as the South's leading hosiery state.

Perhaps the most important detail of all in this readjustment is that the industry has found itself in need of really new products at a time when it is confronted with its greatest market potential.

Other Southern states have shared, and are continuing to share, in the movement of the Northern industry to new locations. This movement is variously involving transition of capital to new enterprises, relocation of Northern productive equipment, or expansion by Northern interests of their previously established Southern hosiery mills.

Furthermore, there has been a scattering of mergers involving at once Northern and Southern operations whereby well known Northern companies aimed to improve their economic situations.

The American hosiery industry is regarded by its leading management men as having accomplished in these two readjustment years much that will be of long term importance for stability. The process worked to eliminate quite a number of the many smaller producers.

Many mills increased capacity by installing additional machines or by replacing machines with more efficient units. A notable gain was made in the South in the production of seamless nylon stockings for women. The high popularity of these lines, competitive with the seamed full fashioned stockings, has enabled most producers to sell their output three to four months ahead.

Through these readjustments, the hosiery industry provided itself with even more intense competiiton. Profit margins were narrowed drastically. That continuing competition is impelling perhaps the most aggressive merchandising activity in the industry's history. The optimists among hosiery mill managements regard this as an essential in the progress toward new stablity and prosperity.

Like most other divisions of American industry producing "soft goods," the hosiery mills constantly are confronted with spontaneous or inspired changes in consumer preferences. Through its history the hosiery industry has proved itself capable of providing products which exerted strong influences for change of these preferences.

The hosiery mills were hard pressed for a new idea when textile technicians in Switzerland developed what has become known as the Helanca elasticized nylon filament. It is known to the trade as stretch nylon. Especially in recent months the Helanca yarn has been confronted with new, aggressive competition consequent to the development by American interests of other processes to impart the elastic quality to standard nylon yarn.

Through the last half of 1954, the producers of full fashioned nylon hosiery busily contended with their production, pricing and marketing problems. Quite numerous mills producing men's socks

With "stretch" nylon a wide range of sizes is eliminated, cutting costs along the line.

began knitting stretch nylon lines, which created a furore in the trade.

Retailers too were in a readjustment. They wanted to keep inventories as low as possible while meeting consumer demands. The stretch nylon socks replaced a wide range of sizes in regular lines of socks. The men bought them for their own wear—and soon found their young boys with small feet likewise could wear the same socks successfully.

Then the hosiery mills realized little girls also should like stretch nylon anklets—and into the markets came these lines.

Back of the scenes was a tremendous and widely varied research in the production and utilization of stretch nylon. Much of this research was successfully directed to knitting full fashioned stretch hosiery for women. These lines made their commercial advents in slowly increasing number through the early months of this year.

Thus it worked out that stretch nylon provided producers of full fashioned hosiery also with the basis for an intriguing new idea.

One of the pioneers in producing a stretch nylon competitive with the Swiss Helanca process was Chadbourn Hosiery Mills of Charlotte, N. C. That Chadalon yarn rapidly gained hosiery industry favor in the early months of 1955.

Chadbourn Hosiery Mills President J. C. Bolles only recently told his company's stockholders that stretch nylon stockings for women are "pace setters in a major revolution in the industry." Eager mills, numbering around fifteen, quickly obtained licenses to use Chadalon yarn and Chadbourn's production techniques.

One of the more impressive aspects of this new prospect was the opportunity for producers of full fashioned hosiery to more effectively compete wtih the seamless nylon stockings, which in 1954 gained high favor among the women.

Another milestone in this progress was passed early this year when Burlington Mills, greatest of the nation's textile corporations, came into the market with its branded line of stretch nylon hosiery for women knitted with yarn processed by Burmil's own method.

This epidemic of research into nylon processing extended to the leading companies, like du Pont, Celanese, Chemstrand, Duplan, American Viscose, and others. Even the Deering Milliken Research Trust came up lately with its Agilon, for which several additional desirable qualities were claimed.

Advent of Agilon stimulated the already active experimentation among yarn producing and knitting companies with combination yarns. Interest was directed to stretch nylon filament combined with yarn of another fiber, especially cotton or wool.

Several spinning companies of the Southeast already have gone into production of combination yarn of stretch nylon and cotton, which is gaining popularity. Producers claim this combination broadens the stretch nylon sales appeal by adding the pleasant feel (or "hand"), the strength, the durability, and the perspiration absorbent qualities of cotton fiber.

Retailers, like hosiery knitters, realize many consumers still are partial to the inherent qualities of the natural fibers, cotton and wool.

Unavoidably, this advance in knitting yarn production created additional problems for the dyeing plants, which so far have met them successfully.

Furthermore, the hosiery industry is showing a rather marked disposition to go into production of socks with yarns of the blended category. The list of blends (essentially different from combinations) is rather large, offering a wide range of qualities. These yarns variously include some one of the numerous man-made staples with cotton or wool, or two of the man-made staples. Each blend presents technical problems for the chemists and dyers.

Less publicized but real, and at times troublesome also, were the problems this hosiery progress brought to the industry's suppliers of everything from knitting and sewing machines to processing equipment and to packaging. As regards packaging, even now there is wide variance of manufacturer opinion as to the most effective way to present stretch nylon hoisiery.

From the viewpoint of analysts of Southern economic trends, all this swirl in hosiery industry fundamentals vitally affects particularly North Carolina. Already the abruptly started and rapidly advancing change has exerted great influence for betterment of that state's production and payrolls.

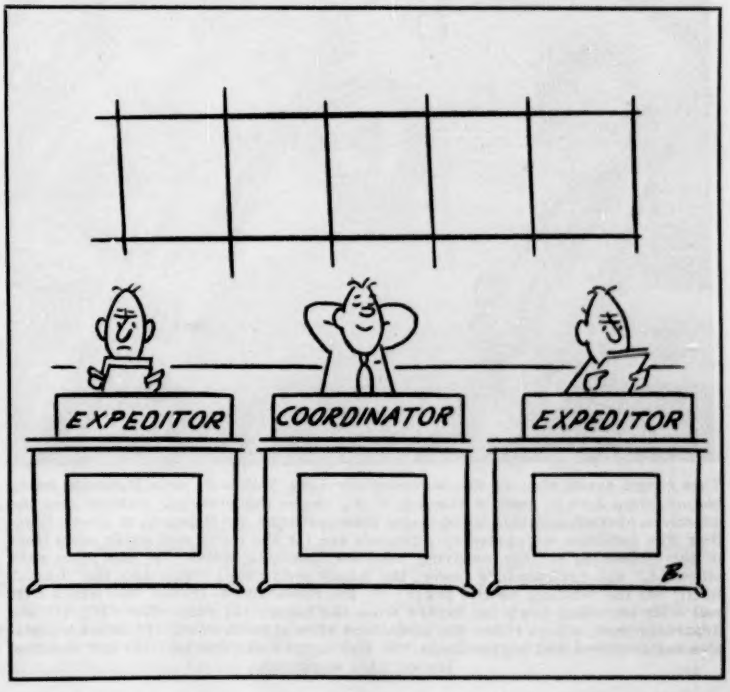
Early in 1955, the Southeastern mills were credited by industry statisticians with producing fully two-thirds of the nation's output of all types of hosiery. North Carolina mills were credited with knitting approximately 44 per cent of the nation's hosiery.

Other estimates were that, for full fashioned hosiery, the Southeast knits approximately 70 per cent of the American total. North Carolina mills knit around one-half of the Southeastern total or about 37 per cent of the U. S. total. These estimates indicated somewhat impressive gain was made in the past twelve to eighteen months.

In the production of seamless hosiery, latest dependable estimates from the industry were to the effect that Southeastern mills are knitting around 83 per cent of the U. S. total. North Carolina's circular knit mills were credited with producing about one-half of the Southeast's output or around 45 per cent of the U. S. output of seamless hosiery for men, women and children.

North Carolina Labor Department statistics provide the basis for the calculation that in November North Carolina's hosiery mills had weekly payrolls totaling $2,725,000 for the 1954 peak of 53,200 employees. Industry and trade reports indicated that 1954 peak was being sustained through the early months of 1955, when the mills were heavily sold for deliveries as much as three months ahead.

Number of employees and average weekly earnings rates for North Carolina hosiery mills varied within moderate ranges through 1954. Industry statisticians estimated on the basis of Labor Department reports, that the payrolls for the full year 1954 totaled approximately $132,000,000, almost equally divided between the full fashioned and circular knit divisions of the state's industry.



$7,000,000 North Carolina Railroad Classification Yard

Uutra-modern hump yard of Seaboard Air Line Railroad at Hamlet incorporates latest electronic equipment.

The Seaboard Air Line Railroad's new $7,000,000 ultra-modern hump classification yard and diesel shop now in operation at Hamlet, N. C., where five of its lines converge to form a major terminal, incorporates one of the most advanced designs in the country.

Seaboard commenced construction of the yard in the spring of 1953. Five miles long and generally about half a mile wide, situated on a 600-acre tract of land about a mile north of Hamlet, the yard is exemplary.

It uses the principle of momentum for classifying freight trains—a train is classified when its cars are sorted and connected together in orderly arrangement according to their destinations. In this operation, cars are pushed over the hump, which is about 20 feet high, disconnected one at a time and allowed to roll down an incline onto one of 58 different classification tracks at the foot of the hump. Each of these tracks, with capacities ranging from 22 to 57 cars, is designated to receive cars for certain common destinations.

This recent aerial view of the Seaboard Air Line Railroad's new $7,000,000 hump classification freight yard at Hamlet, N. C., shows the principal sections and the extensive operation of this latest major transportation development in North Carolina. The facilities designated by numerals are (1) the north and south main lines of the Seaboard; (2) the receiving yard for incoming trains; (3) the main yard office "A," the yardmaster's tower, the hump conductor's office and the "hump" itself; (4) the retarder control tower; (5) the classification tracks, into which cars roll after traveling down the incline from the hump; (6) yard office "B"; (7) the departure yard, where trains are assembled after classification; (8) diesel locomotive maintenance and repair shops; (9) light repair car tracks; (10) car cleaning tracks; (11) stock pen.

The yard lies immediately north of Hamlet proper and to the east of the present Seaboard main line. It extends in a north-south direction paralleling the main line, and at the north end is a flat receiving yard for incoming trains, with nine tracks capable of holding from 135 to 160 cars each and a running track. At the southern end of the yard, in the direction of the classifying operation, there is a departure yard with 10 tracks of 110 to 150-car capacities and one running track.

Besides these yards there are caboose tracks, special stock pen and explosives tracks for cars that are not classified over the hump, tracks for light repair work, and two 50-car cleaning tracks where dunnage and debris left in cars from previous shipments is removed. There also is a flat local classification yard of six tracks, with capacities from 25 to 37 cars.

Extendng well to the south end of the yard are two parallel "trimmer" tracks, each with a capacity of 70 cars. Yard switch engines pull classified cars out on the trimmer tracks to transfer them to the departure yard and assemble them into trains for mainline movement.

In the entire Seaboard yard with its auxiliary tracks and the 58 classification tracks fanning out in a "laddering" fashion from the bottom of the hump, there are 240 switches all told, 57 of which are in the classification tracks, and which are operated by electro-pneumatic control.

More than 182 miles of underground electrical control wire is required to operate this yard. This is laid in approximately 13 miles of insulated cable in varying sizes, some carrying as many as 37 wires.

There is 7,640 feet of special extra-heavy galvanized pipe, connected airtight, capable of retaining 125 pounds of air pressure for controlling the 57 switches in the classification yard proper. This pipe varies in diameter from four inches to three-quarters of an inch and is covered with heavy industrial poly vinyl chloride tape for rust and electrolysis prevention.

Since a hump classification yard operates on the principle of controlled momentum, the automatic devices regulating the free-rolling speed of a freight car leaving the hump are of extreme importance. These devices are known as retarders. They control the momentum speed of the car as it rolls down the hump to its pre-determined classification track, according to its ultimate destination. The hump itself is only 20 feet high with an easy grade upward to its crest and a downward grade varying from a drop of three feet in 100 feet to only 15/100ths of a foot in 100 feet.

The retarders are intricate pieces of equipment, pneumatically actuated by electrical control, but their principle of operation is simply to exert pressure with braking shoes against the flanges and outside rims of the car wheels and thus retard the speed. There is a master retarder 109 feet long through which all cars must pass after they are disconnected from the trains and start down the hump. Beyond this there are three

shorter intermediate retarders on different tracks to control individual cars going to different sections of the yard. Beyond these, as the tracks fan out, there are seven still shorter final retarders to regulate the speed of cars entering their respective classification tracks.

Electronic equipment in this new Seaboard yard leaves only a few human calculations to be made. An electronic scale, having no beams or counter balances, weighs a car immediately after it passes over the hump. The electronical control apparatus also evaluates the car's weight and automatically sets the master and intermediate retarders to control the speed of the car as it enters the final retarders. The conductor on the hump pushes a button on this machine to send the car to its proper track. The machine's "brain" then automatically sets the correct pattern of switches for the car to travel to its classification track.

Furthermore, this "brain" has a "memory" and can keep the pattern of switches set correctly for several cars moving successively down the hump, each likely to pass through a maximum of eight switches before coming to a stop. The switches are not set by this brain in a fixed pattern, but rather each switch automatically changes position if need be immediately ahead of the car in a "cascading" pattern as it rolls down the hump to its proper track.

A maximum distance a car travels from the hump before reaching its final switch is about 1200 feet. However, it is required to move on beyond this final classification switch for perhaps as many as 60 car lengths on its classification track.

Communications in this vast new Seaboard yard also have a special place, inasmuch as one of the primary functions of the hump classification system is to expedite freight movement and provide swifter transportation. Trains entering the yard from the main line are controlled to the entrance by dispatchers in Raleigh, N. C., (97 miles to the north) and in Savannah, Ga., (250 miles to the south) through a centralized traffic control system. Engineers of these trains are advised by electric numerals when they reach the yard just which track their trains will enter.

As a train moves onto its designated track in the receiving yard, an employe reads off the descriptions of every car in the train, talking into a telephone for tape recording at the yard's office. This tape then is used to prepare typed transcriptions which are given to the hump conductor and retarder operator, who thus has the information they need for properly classifying the train as to destination of cars. The hump classification procedure then starts, with virtually no delay to the arriving train.

Throughout most of the yard there is a network of two-way loudspeaker communication outlets to allow men out in the yard to talk directly to the yardmaster, the hump conductor, and other yardmen as the classification proceeds. In these communication circuits there is more than 600 miles of paired wire. Telephone connections are established at strategic points in the yard. All switch engines are equipped with radio telephone for communication to several outlets and among themselves. Portable "walkie-talkie" units and automotive radio telephones also are used.

"How do you like that for a quick acting bonding compound"

A number of specially designed buildings are erected in the new yard, notably a diesel shop maintenance and repair building and the yardmaster's office building. The diesel shop is the largest structure in the yard—a building of structural steel frame and corrugated asbestos siding, one section of which is 202 feet long and 62 feet wide for running repairs to diesel locomotives, and the other 222 feet by 53 feet for general repairs and engine service. This building contains three inspection pits 130 feet long, and engine service track 190 feet long, with heavy overhead cranes, as well as an electric shop, air brake shop, several auxiliary shops and ample storage departments.

Also in this building are ample connections for various working facilities such as steam, compressed air, acetylene gas, oil, radiator water, paint, and other repair items, and the whole structure is ventilated with 24 36-inch power fans.

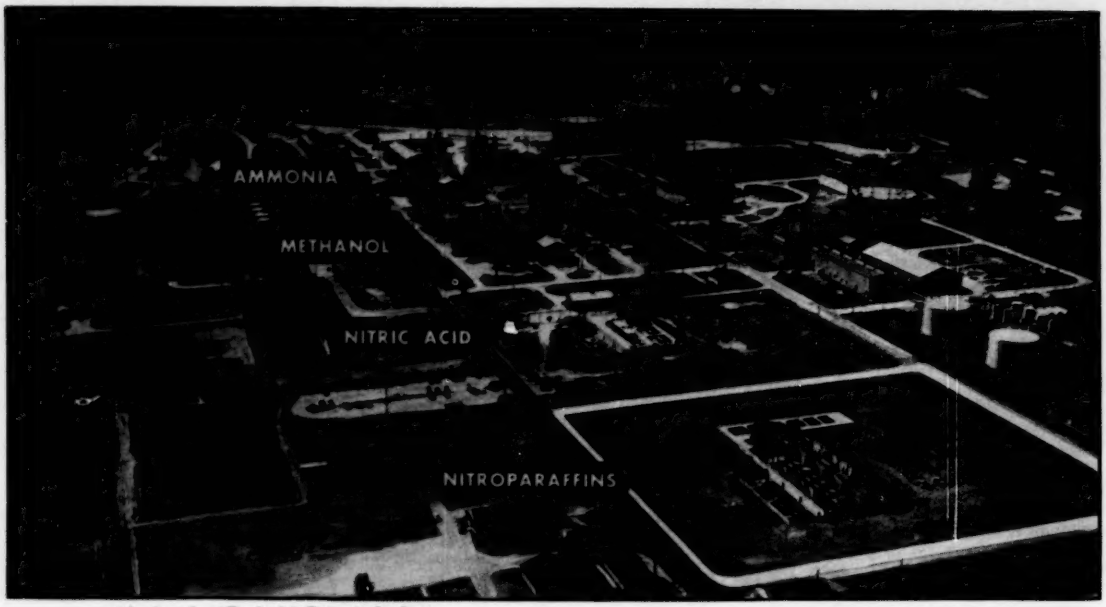
Close to the diesel shop there has been erected a wash and locker building 100 by 37 feet with lockers for 300 men and ample showers and dressing rooms. Not far from this building is the yard's power plant, a concrete block structure 81 feet long and 32 feet wide housing two 350-horsepower automatic oil-burning boilers, a fire pump capable of pumping 1,000 gallons of water a minute, and equipment for treating water for boilers and diesel radiators. Adjacent to the power house is a water tank 81 feet high, the upper section of which holds 100,000 gallons for drinking water, and the lower section holding 65,000 gallons of boiler water for diesels, with another tank inside of this having a capacity of 5,000 gallons of diesel cooling water.

At the hump end of the Seaboard yard is the site of the yardmaster's office, a building which is 107 feet long and 38 feet wide, surmounted by a three-story tower about 18 feet square. The top floor of this structure is the yardmaster's office proper, entirely enclosed in glass and about 40 feet high and directly abreast the hump itself. Here also is located the hump conductor's office, as well as the electronic scale room, telephone equipment room, air-conditioning room, assembly room, washroom and lockers, communication shop and other facilities for the hump operation. A smaller building has been constructed at the south end of the yard for a yardmaster there, and with rooms for storage and locker facilities for 50 men.

At the hump itself there is a pedestrian subway and also a vehicular underpass to allow automobiles to reach a parking area at the freight car repair shops which is also at the north end of the yard. These shops consist of two buildings of concrete block and steel frame construction, in which are housed offices, storerooms, air compressors and other equipment normally used in car repairing. There are full facilities in this car repair section for any kind of work required.

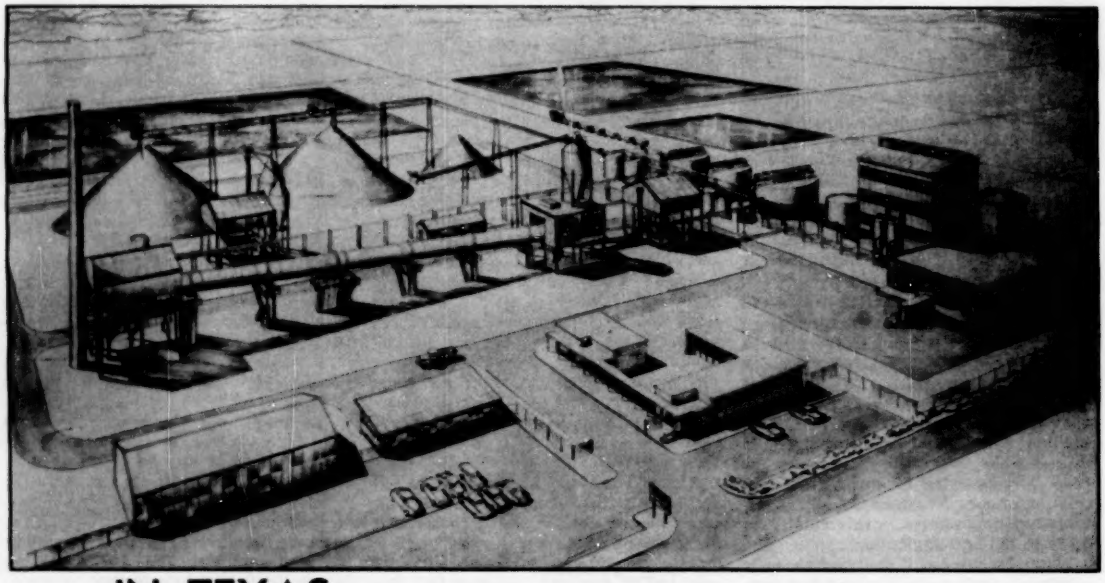
Besides these major buildings at both the north and south end of the yard, there are a number of smaller buildings throughout the entire yard area, mainly for the purpose of housing supplies used by car checkers and small items in storage.

INDUSTRIAL



IN LOUISIANA

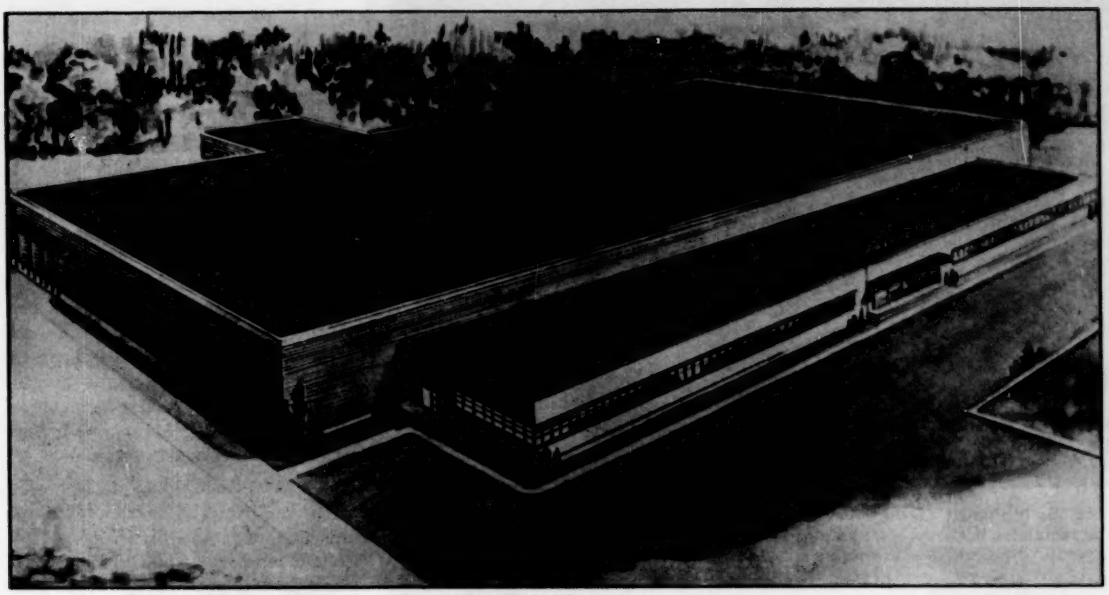
Construction of a $5,000,000 nitroparaffin plant is in process at Sterlington, for the Commercial Solvents Corporation. The contract for construction was awarded to Ford, Bacon and Davis Construction Corp. of Monroe, La. The new plant is expected to go on stream in August 1955.



IN TEXAS

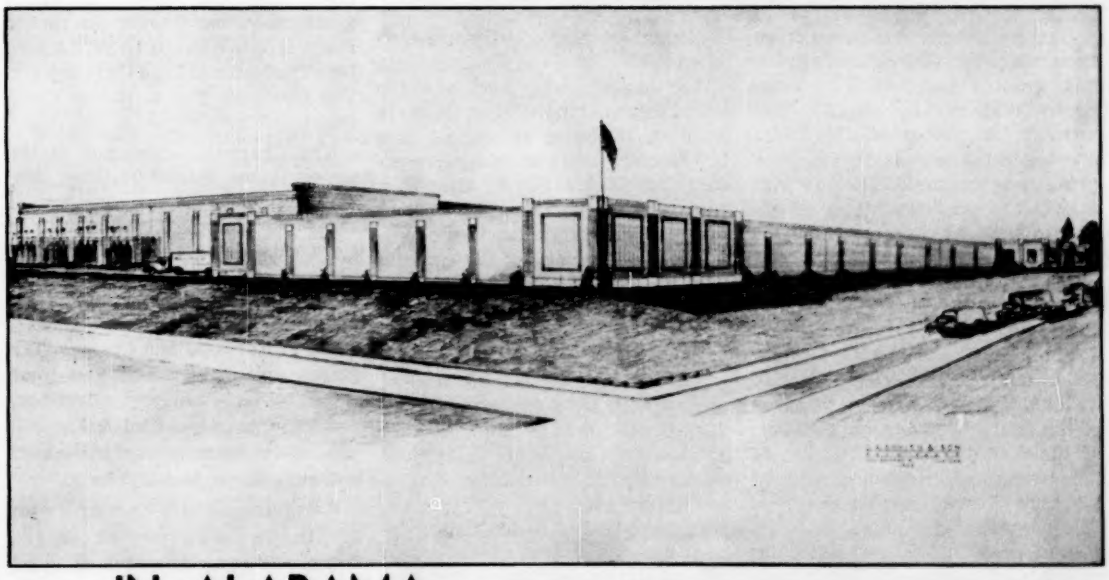
This huge plant is to be built at San Antonio for the American Potash & Chemical Corporation by C. F. Braun & Co. The cost of the new facility is approximately $6,000,000, and when finished will employ about 125 persons.

EXPANSION



IN SOUTH CAROLINA

This modern plant is to be erected at Simpsonville by Daniel Construction Company of Greenville, S. C. for Dewy and Almy Chemical Company, division of W. R. Grace and Company. The new plant will manufacture "Cryovac" plastic bags for packaging meats, poultry and cheese. It is expected to be in operation by mid-summer and will employ 300 to 400.



IN ALABAMA

Architect's sketch of the sprawling plant to be built at Huntsville, for P. R. Mallory & Co., Inc. The building will have a floor area of approximately 70,000 square feet and will be used for electrolytic capacitor manufacture. The architect is D. A. Bolen & Son of Indianapolis.

At the beginning of the longest roofing machine in the world. From the felt accumulator in the foreground to the cutting and notching machines, far down on the right, is a distance of 550 feet.

$2,500,000 Roofing Plant In Production at Charleston

Bird & Son, Inc., has begun operations in a new $2,500,000 roofing plant and granule plant at Charleston, South Carolina. Governor G. B. Timmerman, Jr., attended the official opening of the new plants during impressive ceremonies on January 28th, at which some 300 state, local and civic dignitaries were present. The Mayor of Charleston, William McG. Morrison, was on hand as were Charles Sumner Bird, Chairman of the Board of Bird & Son; Axel H. Anderson, President of the company; Eli L. Chamberlain, Vice President, Building Materials Division; members of the Board of Directors; members of the South Carolina Chamber of Commerce; the Charleston Industrial Planning Board and Southeastern Sales Representatives for Bird & Son roofing products, as well as many roofing dealers throughout the area. James H. Van Hoy, Southeastern Division Manager, presided over the ceremonies.

Bird's Charleston operations are located on about 60 acres of land at Stark Industrial Park on the Ashley River, where ample space has been provided for future expansion.

The longest roofing machine in the world has been installed in the main building. Modern in all respects, it is 550 feet long and was designed especially for Bird & Son by their own engineers. This was desirable because of Bird's long experience in the roofing field and because of the intricate nature of the machinery and the company's desire to incorporate all the mechanical features developed for present Bird Roofing machines. It will be used in the manufacture of famous Bird 15" Architect shingles, thick-butted, heavier shingles that provide 50% longer life in any climate and a full line of other shingles and roofing products.

The building to house the equipment has a floor area of more than 100,000 square feet and is 990 feet long. A granule plant, a boiler plant, a laboratory, machine shop, felt warehouse, an asphalt cement and coating plant and a 42,000 square foot storage warehouse are also included.

The firm is one of America's oldest industries, established in 1795. It was one of the first companies to experiment in asphalt roofing manufacture and has been making quality building materials since the 1880's. The company's founder was George Bird of Union, Maine. He built his first paper mill in Needham, Massachusetts, and in 1812 moved a short distance to East Walpole, Mass., the present location of the home office, paper mills and box factories. Here the company produces solid and corrugated fiber shipping containers, shoe cartons, paper flower pots and plant bands for horticultural purposes and many papers for special purposes. Other paper division plants are located in Manchester, New Hampshire, and in Lewiston, Maine, and New Britain, Connecticut.

A floor covering plant in Norwood produces Bird felt base floor coverings and linoleum sold in all 48 states, Canada and Hawaii. The Berry Asphalt Company, a wholly owned subsidiary of Bird & Son, operates refineries in Waterloo and Stephens, Arkansas and Gary, Indiana; Bird Machine Company, South Walpole, Massachusetts, producer of papermaking machinery and centrifugal machinery, is a partially owned subsidiary: Rubarite, Inc. of Magnet Cove, Arkansas, which produces a synthetic rubber powder for rubber roads, is owned jointly by Bird & Son, Inc., The National Lead Company and The Goodyear Tire & Rubber Company.

The Charleston operation is the newest plant in the Building Materials Division of the company. It takes its place beside roofing mills at Norwood, Mass., Chicago, Ill., and Shreveport, La. Felt mills are located at Phillipsdale, R. I., and Shreveport, while insulating sidings are manufactured at Norwood and Chicago. The granule plant at Charleston joins those at Norwood and Glenwood, Arkansas, to make Bird & Son the only roofing manufacturer in the land operating three granule plants.

Recognizing the tremendeus growth now taking place all over the South, and recognizing too the need for better service than is now available in the area, Bird has established the plant at Charleston as a complete unit. It has its own Sales and Accounting Departments to receive and process orders efficiently.

Million-Dollar Wall Panel Firm Built in Virginia in Decade

Roy Brown and Arthur Grist consider a 1945 shipyard layoff as the luckiest day in their lives.

For it was the catalyst which converted them from a pair of overall-clad shipyard workers to the owners of a million-dollar manufacturing business within a short decade.

Today, Brown and Grist, Inc., are designers and manufacturers of aluminum wall panels and balanced-vent awning-type windows. The company recently expanded into two buildings in Warwick, Va., on the Lower Virginia Peninsula.

The firm's subsidiary, the Technical Service Corporation, has contracts with the government, and the Wright and Pratt & Whitney aviation firms for aeronautical devices and parts. For the National Advisory Committee for Aeronautics, TSC manufactures fuselages for super-secret free-flight missiles which NACA will describe only as "aerodynamic shapes" —the aircraft of the future.

Brown recalls that he and Grist decided to "do something for ourselves" when the shipyard layoff occurred at the close of World War II. Their equipment consisted of a drill press, saw, and torch. And something else —ambition and a large measure of that inventive genius which has become popularly known as American "know-how."

"We decided there was considerable room for improvement in window design," Brown says. "The result was that Arthur Grist developed an awning-type window on which the firm now holds a patent. The window has balanced vents which may be opened and closed by a single control and secured with a single lock.

"As important to our development was the creation of aluminum window frames and wall panels. We found a ready market for our products which expanded with surprising swiftness. The first year of our operation, we grossed $8,000. Our business now exceeds $1,000,000 and from a two-man operation we've expanded into one which employs more than 100 people and has sales representatives throughout the nation, plus three exporters."

In addition to their company duties, both Brown and Grist find time to relate to visitors and acquaintances the advantages which industry can find by locating on the Lower Virginia Peninsula.

"If credit for our success belongs to us, it also belongs to the peninsula," Grist declares. "Here, within a few miles of Newport News, Jamestown, Hampton, and Williamsburg, we enjoy plenty of both salt and fresh water, excellent truck and rail transportation, technical facilities of all description, and a stable, plentiful labor force whose skills are second to none. The Lower Virginia Peninsula provides a stimulating and rewarding home for anyone fortunate enough to recognize its advantages."

The popularity which Brown and Grist enjoy with builders may be explained partly by the fact that B & G's design and manufacturing process has succeeded in cutting construction costs as much as $4 a foot in some cases. Using heavy cores with the aluminum panels, savings still are as high as 25 per cent in many instances.

The method of erecting the aluminum wall and window panels is demonstrated on the firm's new building at Warwick, Virginia.

The green chain, now at ground level, shown feeding into the edge sorter, background, where boards are automatically assorted into bays by length and thickness.

Arkansas Boasts Most Modern Electrically Operated Sawmill

A 16-month modernization program, believed to be the most extensive ever undertaken in a southern sawmill, has been completed in Huttig, Ark., by the Forest Products Division of Olin Mathieson Chemical Corp.

Robert H. Evans, general manager of the Forest Products Division, said that the introduction of latest techniques of lumber handling made the Huttig mill one of the most modern in the South. He added that during the entire 16-month program, the mill was able to continue full-scale operations.

The modernization was directed by W. H. Brown, production manager, and J. D. Rhodes, division engineer, and was engineered by the firm of H. E. Bovay, Jr., of Houston. The original mill was completed in 1904 by E. A. Frost and C. D. Johnson, pioneers in the southern lumber industry. It later became a part of Frost Lumber Industries, Incorporated. In 1952, it was merged with Olin Industries, Inc., to become the company's Forest Products Division. Olin recently merged with Mathieson Chemical Corporation to form Olin Mathieson.

Logs in the modernized mill are cut on two nine-foot band saws. After upper grades are cut from the sides of the logs, cants are fed to a new Esterer gang saw which cuts them into boards. The new gang saw increases capacity of the mill by more than 15 per cent.

The green chain, now at ground level, carries boards from a new Irvington trimmer to an edge sorter where they are automatically sorted into bays by length. The lumber is emptied onto conveyors leading to a new Moore automatic stacker which permits fast, precise stacking with less physical labor.

A transfer track conveys kiln cars to the green storage area. The same track carries hardwood around the kilns to a new seven-acre black-topped hardwood yard where it is stacked by Gerlinger lift trucks.

The newest Moore cross-circulation dry kilns with fully automatic temperature and humidity control provide six double tracks for drying pine and two double tracks for hardwood.

After the lumber has cooled, a Moore unstacker feeds it to a rough surfacer and width sorter. Sticks and kiln trucks are automatically returned to the stacker. By the time the lumber reaches the dry sorter, it is already sorted by length, width and thickness. The dry sorter chain is also at ground level and there the lumber is graded, re-manufactured if necessary, and separated into packages by grade.

Packages are moved to a new rough shed 600 feet long by 100 feet wide. The shed is equipped with a 10-ton P&H overhead crane with a speed of 600 feet per minute. The crane stacks packages up to 30 feet high according to a storage plan. When packages of a certain size and grade are to go to the planer mill, the crane conveys them to roller conveyors preceding each of the three planer machines. The rollers carry the lumber packages to Moore breakdown hoists which feed the planer machines, two of which are new Woods high-speed units.

A new Irvington double-edge trimmer then squares the ends, applies the SPIB grade mark to one end and the Frost Golden Pine trademark to the other and waxes both ends to keep them clean. Lumber is then ready for shipment to the customers.

Due to increased electrification with these new facilities, the Arkansas Power and Light Company has brought in a new power line and sub-station of greatly increased capacity, which has been tied in with the company's own generating facilities.

According to James Wallace, sales manager, the mill modernization program follows closely the completion of an extensive recruitment and sales training program which has placed a group of new salaried sales representatives in the field in order to raise the standard of service to customers.

Old records show that the mill's first customer was the Lord & Bushnell Lumber Company of Chicago. After 50 years, the company is still a customer and business relationships 25 years old are common.

The mill draws on a 250 thousand acre tract of southern pine and hardwood in Arkansas and Louisiana. The tract is part of the company's total holdings of 450 thousand acres in the Arkansas-Louisiana-Texas region. The mill cuts mainly short-leaf and loblolly pine, as well as lesser amounts of oak, gum and other hardwood species.

Trees are selectively marked for cutting by the company's own forestry department directed by Travis MacClendon, forestry manager, and E. A. Freeman, head forester at Huttig. Logging is done by independent contractors.

The town of Huttig, founded at the same time, has a population of 1,000. Most of its wage-earners work for the Huttig plant which has a $1,000,000-a-year payroll. Huttig is now changing from a company town to a town of home-owners. More than 100 families have recently purchased their own homes.

PORT ACTIVITY

ALABAMA

Mobile

Foreign trade, key to world peace.—Clarence B. Randall, special consultant to President Eisenhower in the field of foreign economic policy and chairman of the board of directors of the Inland Steel Company, told some 200 delegates to Alabama's conference on Foreign Trade and International Relations that the "Only hope for peace in the world today . . . and the only means of helping our allied nations to become self-sustaining is through the channels of foreign trade."

Randall, keynote speaker for the conference designed to bring into sharp focus the importance of foreign trade and good international relations to the people of Alabama, outlined the vital importance of the foreign trade policies of the administration.

Delegates to this two-day conference which was sponsored by the Alabama Polytechnic Institute at Auburn, the University of Alabama and the Alabama State Docks Board, also heard William S. Swingle, president of the National Foreign Trade Council, Inc., who spoke on "The Contribution of Foreign Trade and International Relations to the Nation's Growth."

J. Finley McRae, President of the Merchants National Bank of Mobile, and a prominent figure in foreign banking for over 40 years, followed Swingle with an address to the conference on "Foreign Trade in the Economic Development of Alabama."

McRae told how Alabama had once had a one-crop economy—cotton. But that in those days "Alabama farmers grew nearly one million bales of cotton, and exported over 80 per cent of the total production." In 1954, the banker pointed out, Alabama had a highly diversified economy which got its beginning from foreign trade, and in these modern times we find ourselves more and more in need of increasing our utilization of the markets abroad to keep pace with our sister states.

McGowin named Swedish Vice Consul.—The Swedish government has named Nicholas S. McGowin, Mobile attorney, honorary vice consul of Sweden for the city of Mobile.

The announcement was made by Gunnar Dryselius of Houston, consul general of Sweden for the Southern and Southwestern states.

McGowin is a member of the law firm Inge, Twitty, Armbrecht & Jackson. A native of Chapman, Ala., he holds degrees from the University of Alabama and Harvard Law School. McGowin spent one year at Oxford University in England, and was a naval officer during World War II.

Mr. McGowin's appointment brings to 19 the number of consular representatives now located in Mobile. Three of these are career consuls, devoting full time to the duties of this office.

Among the assignments of the consular agents are those of expediting shipments to their respective countries, aiding citizens of the nations they represent, and being the official representative of their country at governmental affairs.

FLORIDA

Jacksonville

Oil terminal expansion. — Southern States Oil Company has begun construction of a new 1,680,000 gallon (40,000 barrel) storage tank at its Talleyrand Avenue terminal.

President H. B. White said the new storage unit will have the latest type double-deck floating roof. It will be used for gasoline.

The new tank will give Southern States a storage capacity of 620,000 barrels at its four Florida terminals, including 420,000 barrels in Jacksonville.

Existing facilities include 110,000 barrels for bunker and heavy oils at Arlington, across the St. Johns River from Jacksonville, 110,000 barrels in nine small tanks at Municipal Docks and Terminals, 160,000 barrels in four tanks at the Talleyrand Avenue terminal, and 200,000 barrels at Port Everglades.

Southern States Oil has increased its facilities twice in two years to keep pace with the growth in size of tankers bringing gasoline and oil to the plant. The latest addition was necessitated to take full cargoes from the Hess tanker David Willentz, an 86,000 barrel vessel which will be calling at Jacksonville about twice every five weeks for the next two years.

Miami

Replacing bulkheads.—The city of Miami is replacing 520 feet of existing bulkheads at its commercial docks with new steel piling and capping the upper eight and a half feet with concrete to protect against erosion.

This is the first time the concrete cap installation has been installed at the Miami port, according to Arthur E. Darlow, Miami director of engineering. The existing bulkheads were installed in 1925.

In addition, a new reinforced concrete apron slab supported by pre-cast concrete piles will be installed. Other scheduled improvements include removal and replacement of warehouse floors. The $400,000 project is to start in February. H. P. Hardin, project engineer, said the work will put the 500 foot strip in first class condition.

Under the direction of the engineering department, slips one, two and three of the commercial docks have been redredged to a depth of 30 feet—the original depth—at a cost of $65,000.

GEORGIA

Savannah

General cargo and bulk tonnage up.—Nearly twice as much general cargo and bulk tonnage will be shipped over the Savannah State Docks during the fiscal year ending June 30, 1955, as passed over the new facilities the previous fiscal year.

This optimistic forecast was made by D. Leon Williams, of Atlanta, director of the Georgia Ports Authority, owner and operator of the Savannah State Docks, at a recent sales and traffic meeting held in the city.

Mr. Williams based his prediction on tonnage figures for the first six months of the current fiscal year, 90-day commitments from shippers, and general business conditions in the Southeastern area the docks serve.

Specifically, Mr. Williams reported, the Savannah State Docks have handled 168 vessels and 300,386 tons of general and bulk cargo in the first six months of the current fiscal year—a period ending December 31, 1954.

"And," he added, "there is every indication that our tonnages for the remainder of the fiscal year will be even higher, making our fiscal year-end total in the neighborhood of 650,000 tons." Tonnage figures for the 1955 calendar year should be equal to or more than those anticipated for the current fiscal year, the ports director explained.

"It is quite apparent that our latest auxiliary attraction to the Savannah State

(Continued on next page)

PORT ACTIVITY

(*Continued from page 39*)

Docks has done much to bring new business to our facilities," Mr. Williams continued. He was referring to two 35-ton gantry cranes—the only such shipside cranes on the Atlantic coast south of Hampton Roads—installed during 1954.

Other facilities enumerated by Mr. Williams included a new vacuum-type fumigating plant, a high-density cotton compress, the Savannah State Docks Railroad Company operating on 15 miles of trackage at the port site, truck and track scales, a warehouse system of more than 2,000,000 square feet, open storage and industrial sites.

LOUISIANA

New Orleans

Largest shipment of soybeans ever exported from the United States was loaded aboard the Liberian vessel Capt. Theo at the Public Grain Elevator recently for export to Japan, according to W. J. Amoss, Director of the Port of New Orleans.

"Coming right on the heels of the billionth bushel of grain, which was handled at the elevator not long before, this record soybean shipment again points out the port's importance to the farmers of the Midcontinent," Amoss said.

The shipment of Illinois soybeans, totaling 447,000 bushels, weighed 11,973 long tons. Illinois soybeans, Amoss said, are noted for their cleanliness and high quality.

New Orleans is the nation's leading soybean port, Amoss said, and was chosen for the first export shipment of soybeans ever made from the United States in 1930. Today the port exports about half the total of U. S. soybeans exported, he said, or about $60 million worth yearly.

MARYLAND

Baltimore

Ship arrivals increase.—The Baltimore Maritime Exchange reports 399 ocean-going vessels arrived at the Port during January, an increase of 14 over the number reported for December, 1954, and 11 more than entered Baltimore in January, 1954.

One hundred ninety-one of these vessels were flying the American flag and 208 were of foreign registry. Of the latter, 42 were Norwegian, 22 British, 19 Dutch, 16 Liberian, 15 Swedish, 14 Danish, 12 German, 10 Panamanian, 7 Italian, 5 Japanese, 4 Belgian, 4 Colombian, 4 Cuban, 4 French, 4 Greek, 4 Honduran, 4 Venezuelan, 3 Canadian, 2 Brazilian, 2 Finnish, 2 Irish, 2 Israeli, 2 Yugoslavian, 1 Argentine, 1 Chinese, 1 Egyptian, 1 Nicaraguan, and 1 Portuguese.

Grain Exports Increase Sharply.—January loadings of grain at the Port of Baltimore were in larger volume than any single monthly period in the past two years, the Chamber of Commerce reports.

Overseas shipments of grain from the Port last month amounted to 10,212,445 bushels contrasted with 7,336,003 bushels in December, 1954, and 4,402,697 bushels in January a year ago. Shipments consisted of 3,146,996 bushels of wheat, 5,645,731 bushels of corn, 116,000 bushels of rye, 494,375 bushels of oats, 93,333 bushels of barley and 716,010 bushels of soybeans.

NORTH CAROLINA

Wilmington

Increase in agricultural hardware imports.—Agricultural hardware imports into North Carolina and bordering states are on the increase through the State Docks at Wilmington, Colonel Richard S. Marr, Executive Director of the Ports Authority, said the reasons for these additional tonnages of hardware commodities for the farmers of the Tar Heel State, Tennessee, Kentucky and Virginia are the economy resulting from scheduled sailing from Europe, the shorter hauling distances within areas of the ports for distributors, and the savings that come with deep water transportation. These factors all added together mean that the Tar Heel farmer and his neighbors in other states are benefiting by having their shipments from overseas come through the ports of North Carolina.

The president of the American Hardware & Equipment Company, of Charlotte, stated that the savings that result to his company by importing his agricultural hardware through the State Ports eventually is passed on to his customers, the farmers of this state and other states.

A representative of the Steel Products Supply Company, of Wilmington, reported that their sales of imported hardware are at present being shipped via truck and rail to points in North Carolina, Tennessee, Kentucky and Virginia, and that because of the many advantages in shipping through North Carolina Ports, these cargoes are expected to increase even more.

Most of the imported hardware that goes to the agricultural industry is made up of the following items: wire fencing, barbed wire, nails, hinges, fence posts, and other farm hardware needs.

Europe to Wilmington service inaugurated.—Regular monthly sailing services westbound from Europe to Wilmington without minimum cargo guarantees were inaugurated last month when the S/S Radnor completed the first westbound voyage. Peter B. Ruffin, President of the Wilmington Shipping Company, agent and stevedore for the South Atlantic Steamship Line, Inc., of Savannah, Ga., said the new service came as a result of greatly increased volume and variety of shipments made by South Atlantic vessels to the Port City during the last year.

Wilmington is the first port of discharge. The vessels will then proceed to Charleston, South Carolina, Savannah, Georgia, and Jacksonville, Florida.

"This is the most encouraging development that has come to Wilmington in many years," he said.

The monthly sailings will be between Antwerp, Belgium and Wilmington, with calls at other continental ports, chiefly Hamburg and Bremen, Germany, and Rotterdam, The Netherlands, and also frequent calls at United Kingdom ports.

The vessels will discharge their cargoes at the State Ports Docks. Some of the vessels will occasionally have bulk cargoes, such as fertilizer, for discharge at Heide Warehouse Company. The principal cargoes moving through Wilmington from Europe aboard South Atlantic ships are steel products, hardware, burlap, fertilizer, cocoa extract and bicycles.

These import items are almost entirely for North Carolina receivers and are distributed throughout the state.

SOUTH CAROLINA

Charleston

Industrial expansion due to port.—The Port of Charleston was directly linked with the most significant event in South Carolina's $76 million industrial expansion last year.

In announcing that $76 million was spent or allocated for industrial development in the state last year, the South Carolina Development Board termed the arrival of two wool plants "doubtlessly the most significant occurrence."

They are the Wellman Combing Co. plant of Nichols & Co., at Johnsonville, S. C., and the Santee River Combing Co. plant of Amedee Prouvost & Co., of France at Jamestown, S. C.

Charleston's port facilities were noted as having a major effect on the decision of these two largest wool processors in the world to locate in the coastal region of South Carolina.

The Development Board report said the two mills have now cleared the way for the Port of Charleston to become a major port of entry for wool. This valuable cargo began flowing through Charleston's port in May.

Port can serve better than 10 per cent of the nation's population.—"Freightwise, the city and port of Charleston can serve 18 million Americans or better than 10 per cent of the population of the nation," J. H. Van Noy, southeastern manager of Bird & Son, Inc., recently told a local civic club.

Bird & Son, Inc., formally dedicated its new $2.5 million roofing plant recently. "This city occupies a very strategic position," Mr. Van Noy said.

He listed these reasons for construction of the plant at Charleston: 1) easy

access to raw materials; 2) a friendly labor climate; 3) the ease with which the firm's products can be distributed over a very wide area.

(*See story, page 37*)

TEXAS

Brownsville

Total tonnage increase of 42 per cent.—The Port of Brownsville, Texas' youngest major deep-sea port, has just rounded out the most successful year in its short 18-year history, having established new records in almost every department of its operations.

Prospects for a very good year started manifesting themselves almost before the New Year's Day festivities ended, and increased as the weeks and months passed. The climax was reached in November, which proved to be the biggest single month in the entire history of the Port. During the month of October, the cumulative tonnage figures for the year eclipsed those for the entire year of 1953, and by the end of November, practically every previous record had been surpassed.

Total tonnage handled over the docks of Port Brownsville experienced an increase of 42 per cent during the year of 1954 over the preceding year of 1953: 1954: 1,458,000 tons; 1953: 1,069,541 tons.

Cotton and cotton linters exported through the Port of Brownsville during 1954 amounted to 668,597 bales, as compared to 574,624 bales during the year of 1953.

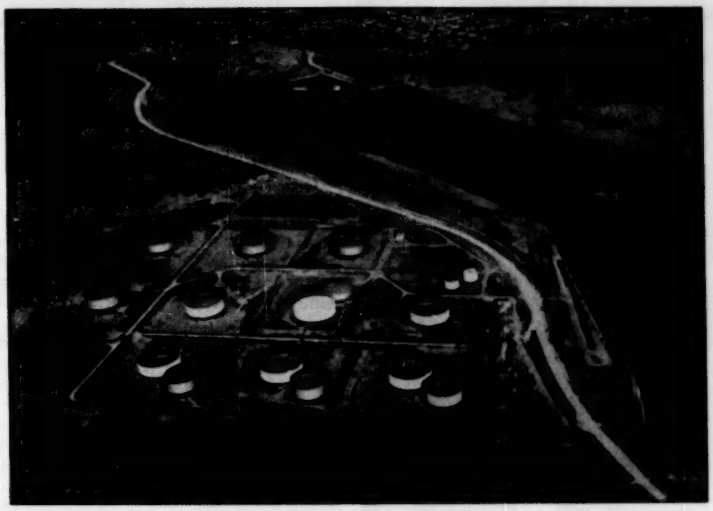
Thus, speaking tonnage-wise, cotton and cotton linters account for 11 per cent of Brownsville's last year's total commerce. Of special interest in 1954 cotton figures is that they reflect a larger percentage of U. S. grown cotton being exported through the Port than during previous years. From August 1 to December 31, that is, the first half of the current 1954/55 cotton shipping season alone, Port Brownsville exported 546,897 bales.

Freeport

$2.6 million Brazos River harbor project in operation.—Work to build a modern deep-sea port at Freeport began in 1925 when the newly created navigation district started plans to divert about 7.5 miles of the Brazos River at its mouth. The New Brazos River Channel, cutting around Freeport, made the old channel a landlocked arm of the Gulf of Mexico.

Located at the site of Texas' oldest harbor, the new facility offers a deep-sea berth only 45 minutes from the Gulf of Mexico. At dock side nearing completion is an ultra-modern 150 by 396-foot terminal shed. It is served by double railroad spurs running the length of both sides of the building.

Running 3,200 feet from the Old Brazos River to the harbor's 650-foot long concrete deep-sea berth is a 200-foot wide channel 30 feet deep with a 600 by 650-foot turning basin at the dock.



$2.6 million Brazos River improvement brings harbor 45 minutes from Gulf.

The harbor is designed to allow five more berths to be built on its north bank alone, and for the channel to be widened to 600 feet with a 90 by 950-foot turning basin.

J. Russell Wait, navigation district general manager, said Brazoria County industries have been invited to place exhibits on display in the harbor's terminal shed during the opening.

Wait added that the navigation district would have a large exhibit in the shed showing "what the harbor is, how it came to be, how it was built, current plans, future plans, where we have been, and where we are going."

One unexpected dividend of the project is that the New Brazos River became an annual haven for tarpon. Each spring the lure of a chance to catch one of these Silver Kings from the banks of the new channel brings sport fishermen to the Brazosport area from all over the nation.

The harbor's L-shaped deep sea berth is a public dock. It is open to all potential users on equal terms.

The wharf has a 45-foot apron, and is 16 feet above mean low tide. It can handle the largest of ocean-going cargo vessels, and its 250-foot extension can handle barges and other small vessels, Wait said.

Houston

Port development plan approved.—The Houston Port Commission has approved a long range plan calling for the eventual construction of 15 docks and terminal facilities to cost at least $32 million.

The plan was drawn by Lockwood & Andrews and Robert J. Cummins, Houston consulting engineers, for the development of unused land on the north side of the Houston Ship Channel.

The Port Commission also approved a proposal to order a cost study of five of the docks in the master plan.

VIRGINIA

Norfolk

Freight service to Venezuela.—A fast freight service from Norfolk to Venezuela will be started by Alcoa Steamship Company late in March.

The new service to Puerto Cabello, Guanta, Maracaibo and Caripito is the fourth new outbound service begun recently from Norfolk. Others: Alcoa's new two-way Bermuda service; American Export's "Four Aces" express run to Mediterranean ports; American Hawaiian's new Far East Service; and the new "home-town" service to and from Caribbean ports started by Norfolk's Virginia Trading and Shipping Corporation.

Alcoa proposes fortnightly sailings with fast C-1 freighters to Venezuela. March 30 is "D" day for the Port of Norfolk. First southbound call for the service will be La Guaira, Venezuela. Other East Coast ports of call are New York and Baltimore.

Alcoa's announcement of the Venezuelan service follows close on the heels of the company's announcement of the round-trip general cargo service from Norfolk to Bermuda, using the steamer, Rexton Kent. This service began from Norfolk February 23.

Virginia Trading and Shipping Corporation's charted German motor vessel, Hornum, has begun the service to the Caribbean, carrying general cargo south, and bringing back high grade cement from the Dominican Republic.

SOUTHERNERS AT WORK

Columbia-Southern Chemical Elects Two Vice Presidents

Columbia-Southern Chemical Corporation announced the election of Robert L. Hutchison and Joseph A. Neubauer as vice presidents for the firm.

Robert L. Hutchison, formerly general manager of operations for the firm, has

Neubauer

Hutchison

been elected vice president in charge of operations. He also was elected a member of the firm's board of directors.

As a director, Mr. Hutchison succeeds Dwight R. Means, vice president. Mr. Means recently reduced his work schedule to a half-time basis and resigned as a member of the firm's board of directors. He continues with the firm as a vice president serving in consulting capacities.

Joseph A. Neubauer, formerly technical director for the firm, has been elected vice president in charge of research and development. Mr. Neubauer also is a member of the firm's board of directors.

Mr. Hutchison joined the firm during 1925 as a draftsman at the Barberton, Ohio, plant. He held various positions in the experimental engineering department, later had charge of maintenance and construction and finally supervised all engineering at Barberton. He was superintendent of the large chemical producing plant at Barberton from 1940 until 1947 when he was appointed general superintendent for the firm. He was named general manager of operations earlier this year. A native of Aberdeen, Scotland, Mr. Hutchison is a graduate of Gordon's Technical College at Aberdeen.

Mr. Neubauer joined Columbia-Southern as a chemical engineer at the Barberton plant during 1933. He was appointed construction engineer at Natrium, West Virginia, plant during 1941 and served as plant superintendent when the facility went into production in 1943. During 1946 he was named technical advisor for Columbia-Southern and in 1949 was appointed technical director for the firm. He was elected to the firm's board of directors last year. A native of Cleveland, Ohio, Mr. Neubauer is a graduate of Case Institute of Technology with the degree B.S. in Chemical Engineering.

Portland Cement Association Appoints Two Executives

James D. Piper has been named Vice President for Promotion and W. D. M. Allan Vice President and Secretary of the Portland Cement Association. Announcement of the appointments, which became effective February 1, 1955, was made by G. Donald Kennedy, President of the Association.

Mr. Piper, who succeeds Mr. Allan as Vice President for Promotion, has been District Engineer in charge of Portland Cement Association activities in Texas, with offices in Austin, since 1949. In his new position, he will supervise promotion activities of the Association throughout the country, including the work of the Association's 29 district offices serving 46 states, the District of Columbia and British Columbia.

Mr. Allan, a veteran of 36 years with the Association, has served as Vice President for Promotion and Secretary for the past three years. In his new position as Vice President, he will direct special activities of the Association.

Prior to joining the Portland Cement Association, Mr. Piper was an architectural engineer for the State of Oklahoma. He was graduated from Oklahoma A. & M. College with a Bachelor of Science degree in architectural engineering. He studied and was a graduate assistant in the Civil Engineering Graduate School at the University of Illinois.

Mr. Piper is a registered professional engineer and licensed architect in Texas, and a licensed civil engineer in Oklahoma.

Gulf States Manager Named by Consolidated Diesel Electric

The appointment of C. Everett Lennon, Jr., as Gulf States Manager for the Consolidated Diesel Electric Corporation has been announced by Norman Schafler, President, Consolidated Diesel Electric Corporation, designers, engineers and manufacturers of aircraft ground support equipment and farm machinery.

Lennon, a graduate of Texas A. & M. with a B.S. degree in mechanical engineering, has extensive background and experience in the aircraft industry having previously been associated with such companies as North American Aviation, Chance Vought Aviation and Consolidated Vultee.

He is a veteran of World War II. Operating from Consolidated Diesel's new office at the Fidelity Union Life Building at Bryan and Pacific Street, Dallas, Lennon is responsible for Consolidated's business throughout the Gulf states; Texas, Kansas, New Mexico, Missouri, Colorado, Alabama, Florida, Oklahoma, Nebraska, Arkansas, Louisiana, Mississippi, Georgia and western Tennessee.

Texas Eastern Elects Osborn Assistant Comptroller of Firm

At a recent meeting of the board of directors, S. P. Osborn was elected assistant comptroller of Texas Eastern Transmission Corporation, according to announcement by Orville S. Carpenter, vice president and comptroller.

Mr. Osborn joined Texas Eastern in January, 1948, and has served the company as chief accountant from that time until the present. Prior to coming with Texas Eastern, Mr. Osborn was assistant treasurer for Columbia Gas System Companies.

Seaboard Air Line Railroad Elects Derham Vice President

Mr. George B. Rice, Vice President in charge of Freight Traffic, has, under the company's retirement plan, retired from active service on February 1, 1955. Mr. Rice retired with a record of more than 50 years of distinguished railroad service, 43 of which were with this railroad, and carries with him the respect and affection of his associates.

Mr. John P. Derham, Jr., has been elected Vice President of the company, effective February 1, 1955, succeeding Mr. Rice.

Boddicker to Manage Hercules Combined Hopewell Facilities

The consolidation of two Hercules Powder Company facilities at Hopewell, Virginia, and the appointment of Floyd L. Boddicker as manager of the combined plant, was announced by Edward G. Crum, general manager of the Hercules' Virginia Cellulose Department.

Formerly operated as separate units by two independent departments of Hercules, the combined plant will be operated by the Virginia Cellulose Department.

At the same time, it was announced that the manufacture and research, involving CMC (sodium carboxymethylcellulose) and ethyl cellulose, will be handled by Virginia Cellulose Department. The sale of CMC will also be handled by Virginia Cellulose, while the sale of ethyl cellulose will continue to be handled by the Cellulose Products Department.

In addition to the appointment of Mr. Boddicker as plant manager, Mr. Crum

announced the appointment of Orval J. Hand and Frederick J. Bouchard as superintendents at the Hopewell plant. Mr. Hand will be primarily concerned with the chemical cotton and caustic chlorine facilities, while Mr. Bouchard will be responsible for CMC, ethyl cellulose, and related facilities.

Delta-C&S Official Named Head Airline-Finance Conference

Todd G. Cole, vice president-finance and assistant secretary of Delta-C&S Air Lines has been elected president of the Airline and Finance Accounting Conference of the Air Transport Association. The conference is comprised of finance officials of the scheduled airlines of the United States.

The Atlanta airline executive succeeds John Woodbridge of Pan American Airways.

Cole joined Delta in 1940 as an accountant when the airline's headquarters were at Monroe, La. He is a native of Louisiana and attended Louisiana State University. A certified public accountant and a member of the Georgia Bar Association, he was admitted to the Georgia Bar in 1947 following his graduation from Woodrow Wilson Law School in Atlanta.

King, Cone Elected to Head Greensboro Chamber of Com.

At its final meeting last year, the Board of Directors unanimously elected Huger S. King to serve as president of the Chamber of Commerce for 1955. Elected on the same slate, following the recommendation of the nominating committee, were Ceasar Cone, vice-president; L. I. Swindell, treasurer; N. P. Hayes, National Councillor; and Herbert G. Bailey, Jr., executive vice-president.

Mr. Swindell will take over as treasurer from Ernest C. McLean, who has held the office the past 22 years.

President-elect King is an attorney, who served as mayor of the city from 1940-1942; Mr. Cone, treasurer of Cone Mills, is president of the Chamber for the current year; the new treasurer, Mr. Swindell, is a partner with Peat, Marwick, Mitchell & Co., certified public accountants; and N. P. Hayes, the national councillor, who headed the Chamber in 1951, is president of Carolina Steel & Iron Co.

Missouri Delta Group Names Foster Executive Vice President

The Missouri Delta Development Commission has employed a full-time executive vice-president whose first task will be to survey assets and liabilities of the seven-county Delta area. He is Don S. Foster, a graduate of Washington University, who has been head of Foster Associates, Belleville, Ill., industrial placement and public relations firm.

Because cotton-field laborers are being replaced by machines, the Commission is attempting to promote industrial growth in the cotton-growing counties —Butler, Dunklin, Mississippi, New Madrid, Pemiscot, Scott and Stoddard.

Texas Steel Announces Top Executive Changes

The following official changes in Texas Steel Company are announced effective January 1, 1955.

Mr. George W. Armstrong, Jr., has been elected Chairman of the Board.

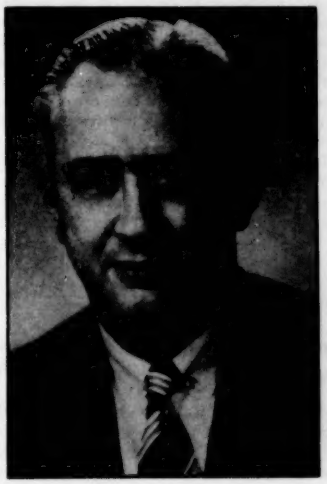
Mr. W. A. E. Woods has been elected President.

Mr. Malcolm C. Boisselier has been elected Vice President in Charge of Sales.

Mr. Thurman Killman has been elected Vice President in Charge of Production.

Monroe, Louisiana, Names Koch To Industrial Development Post

After five and a half years as Industrial Development Director for the Kentucky Chamber of Commerce, Walter B. Koch left the organization February 1 to take a similar position in Monroe, Louisiana.



Walter B. Koch

Kentucky's strides in industrial expansion and community development since Koch joined the KCC staff in 1949 have attracted nationwide attention, and various phases of the Kentucky program have been taken as patterns by agencies of other states.

Since 1949, some 345 major businesses have located in Kentucky or have expanded their existing Kentucky plants. Almost two billion dollars has been invested in new or expanded industrial plants, and 59,000 new industrial jobs have been created. Fifty-five of the State's county seat towns, which had no manufacturing plant before 1949, now have one or more industrial payrolls.

Koch developed the Kentucky Chamber's "Main Street Modernization" program, which has led to general improvement of business districts in many Kentucky towns and to improved sales techniques and other phases of commercial merchandising.

Koch will be Executive Director of the Ouachita Parish Industrial Development Corporation, Monroe, La. The area is in the center of the largest natural gas field in the world and has a tremendous potential for growth. Jack Howard of Monroe is president of the Ouachita organization and extensive plans are being shaped up for development of new industries in the northeast Louisiana area.

Wheeling Steel Appoints New Assistant Comptroller

The appointment of J. Gordon Hutchinson as an Assistant Comptroller of Wheeling Steel Corporation has been announced by R. D. Swinburne, Comptroller.

Hutchinson comes to Wheeling Steel from Lever Brothers Company in New York where he held the position of General Auditor. Prior to being affiliated with Lever Brothers, he was connected with Price Waterhouse & Co., certified public accountants of New York, his last position with that organization having been Managing Accountant.

John D. McGill to Head AIA Industrial Relations Committee

John D. (Jack) McGill, Jr. has been named Chairman of the Industrial Relations Committee for 1955 by AIA's President, John Newsome. In making appointments, Mr. Newsome said, "Jack is thoroughly familiar with the work of the Industrial Relations Committee, having served as Assistant Chairman in the previous year, and we can expect nothing short of a continuation of the fine work that this committee is doing for the Association and its members in the field of Industrial Relations."

Mr. McGill was born and educated in Alabama. He is Personnel Director of the North Birmingham Pipe Plant, U. S. Pipe & Foundry Company, which job he has held for more than five years.

Ketona Names Four Executives To Supervise New Alabama Plant

The appointments of four executives to supervise operations of Ketona Chemical Corporation's anhydrous ammonia plant near Tarrant, Alabama, were announced recently by P. H. Neal, president of Ketona, a firm jointly owned by Alabama By-Products Corporation and Hercules Powder Company.

The four appointments are: Dana F. Sprague, to be works manager; Henry J. Weiland, assistant works manager; Donald G. Sentman, office manager and chief accountant; and Hursel L. Browning, works engineer.

Construction of the new anhydrous ammonia plant, now under way near Birmingham, is scheduled for completion during the fourth quarter of this year.

(Continued on next page)

Southerners

(*Continued from page 43*)

Mr. Neal said. Capacity of the plant is 45,000 tons a year. This is the first plant in the United States to use by-product coke oven gas as a raw material, Mr. Neal said.

Filter Named Regional Sales Manager for Monarch Rubber Co.

Mr. R. J. Himmelright, President of The Monarch Rubber Company, announced that William H. Filter has been

William H. Filter

appointed Sales Manager for the company's Southern and Western sales territories. Mr. Filter has been serving as Executive Assistant to the Treasurer since he joined the company in January, 1954. In his new capacity, he will be responsible for regional sales activities on Monarch's complete line of industrial solid tires and molded mechanical goods.

Mr. Filter has gained extensive sales experience in the tire industry since 1949. Prior to joining Monarch's staff, he was Retail Sales Manager for a distributor of a leading passenger car tire manufacturer.

Bryan Named Industrial Director For St. Petersburg Chamber

News of J. E. ("Jack") Bryan's appointment as Director of the Industrial Department of the St. Petersburg, Florida, Chamber of Commerce will be of interest to his many friends in the Southwest and throughout the country.

The appointment has just been announced by William F. Davenport, Manager of the "Sunshine City" Chamber of Commerce. Mr. Bryan was selected for this important post because of his many thousands of business contacts throughout the country, his wide acquaintanceship with manufacturers, distributors, and retailers.

J. E. Bryan

In the past 20 years, Mr. Bryan has traveled extensively in every state in the Union, with the mission of contacting top management in private industry and public utilities. He has a high reputation in the electrical industry for his success in sales planning and administration, and in manufacturing for a knack of getting things done. He is nationally known for his inspiring address, "The Electrical Standard of Living," delivered before audiences totaling more than 1,000,000 people.

In the Southwest Mr. Bryan is remembered as Sales Manager of the Southwestern Gas & Electric Company; Commercial Manager of Texas Louisiana Power Company, now the Community Public Service Company; and General Manager of the original Southwest Broadcasting Company.

American Cyanamid Names Kent To Employee Relations in Ga.

Mr. Wayne T. Kent has been appointed Employee Relations Supervisor of American Cyanamid Company's new titanium dioxide plant in Savannah, Georgia, it

Wayne T. Kent

was annuonced by Mr. J. Allegaert, General Manager of the Pigments Division.

Mr. Kent joined Cyanamid in 1948 and was engaged in personnel work at the company's plant in Wallingford, Connecticut, and Research Laboratories at Stamford, Connecticut. In 1953, he transferred to Davis & Geck, Inc., a subsidiary of Cyanamid, where he became Personnel Manager.

J. A. Jones Construction Elects Pauls to Board

A. L. Pauls of Charlotte has been elected to the board of directors of J. A. Jones Construction Co. at the annual meeting of the stockholders. He is vice-president in charge of heavy construction.

Also voted to serve on the board of directors was Walter M. Wheeler of Atlanta, Ga., who is vice president in charge of the Atlanta office. The following directors were re-elected by stockholders: Edwin L. Jones, E. J. Kratt, H. B. Jones, Paul S. Jones, Robert J. Jones, Edwin L. Jones, Jr., John S. Stafford and P. Philo Caldwell of Charlotte; H. V. Appen of Nashville, Tenn.; W. H. McWhirter, Southern Pines; Raymond A. Jones, Jr. and Frank Jones of Atlanta.

Huber-Warco Names Wilson Southern District Representative

Huber-Warco Company of Marion, Ohio is announcing the appointment of Fred J. Wilson of Decatur, Georgia, as district sales representative for Virginia, North Carolina, South Carolina, Georgia, Florida, Tennessee, Mississippi, Alabama, and Cuba.

He has a rich background of experience in sales and purchasing including 18 years of service with Huber Manufacturing Company of Marion, Ohio, now merged with the W. A. Riddell Corporation of Bucyrus, Ohio, to form Huber-Warco.

Huber-Warco Company—formed by the recent merging of Huber and W. A. Riddell Corporation—manufactures a complete line of graders, tandem rollers, and three-wheel rollers.

Wymbs, Chief Patent Counsel For Chemstrand Corporation

Appointment of Roy P. Wymbs as Chief Patent Counsel for The Chemstrand Corporation was annuonced by Dr. Frank J. Soday, vice president.

Wymbs, who joined Chemstrand in August, 1951, organized the patent department and had been serving as acting patent counsel. Prior to this period, he was a patent attorney with the American Viscose Corporation at Marcus Hook, Pennsylvania.

He is a director of the Decatur Lions, and holds memberships in the Virginia Bar, and American Bar associations, and American Patent Law Association.

Auto-Stop Meter

Neptune Meter Co., 19 W. 50th St., New York 20, N. Y.—With the announcement of the new 3-inch Neptune Auto-Stop meter, automatic control of water, syrups, solvents, oils, and other liquid ingredients fed to batching and blending processes is now extended to rates of flow as high as 300 gpm.

The new meter features a double-trip or "cushioned" Auto-Stop valve that slows down the rapid flow of the liquid an instant before it trips shut. This permits extremely accurate cut-off with no hydraulic hammer, according to the firm.

High-Level Noise Protectors

Mine Safety Appliances Company, 230 N. Braddock Ave., Pittsburgh 8, Penn.—Two new answers to high-level noise, a growing problem in many industries, have been introduced by the company.

The MSA Earsaver, designed to provide protection for workers exposed continuously to high-intensity noise, and the MSA Noisefoe for men who must enter and leave noisy areas frequently, were shown for the first time at a meeting of the nation's safety engineers.

Both devices utilize an over-the-ear cushion formed from a soft, spongy material which effectively soaks up large-amplitude noise waves and keeps them from reaching the ear. The cushions were scientifically designed on the basis of extensive anthropological studies by the United States Air Force's Aero Medical Laboratory and attenuation studies by Mine Safety's own research staff. They fit every ear comfortably and provide for a fully effective acoustic seal with the wearer's face.

Steel Cutting Carbide

Wesson Metal Corp., Lexington, Ky.—A new cemented carbide designed for a wider range of steel machining operations than any previously available single grade of carbide is announced by the firm. It is designated as "Grade 26" and while created primarily to handle all types of steel rough and semi-finish machining—light, medium and heavy-duty—it also is proving highly effective on some finishing operations, the firm claims.

In making the announcement, James A. Fraser, president of the firm, stated that the new carbide will cut down the number of grades required for steel cutting operations by as many as four grades, greatly simplifying the problems of tool selection and engineering.

In 95% of all machining operations on which the new "high range" carbide has been applied, it has consistently outperformed all other steel cutting grades with gains as high as 40% in tool life, according to the company.

Grade 26 is believed to be the closest approach to a "universal" carbide for steel cutting yet produced by the carbide industry. Although additional tests are still under way, indications now are that the new grade will produce these significant increases in tool life over approximately 80% of the entire steel machining range.

Portable Tap Sharpener

The Rockford Die & Tool Works, Inc., 1816 Seventeenth Ave., Rockford, Ill.—Recently introduced an entirely new tap sharpener known as the Rocket.

According to the manufacturer, the Rocket Tap Sharpener makes it possible to re-sharpen either right- or left-hand taps of two, three, or four flutes in about three minutes. It can be used on any make or any size grinder with a magnetic chuck.

The Rocket Tap Sharpener is equipped with one ½" collet, and will accommodate any standard 5-C collet of ⅛" to 1" capacity. The first liner sleeve is off center to cut radial clearance on tap. The second liner sleeve is on dead center for indexing purposes. Sleeves are of carburized and hardened steel, base is of cast iron, and there is a holder for a steady-rest finger.

Roller Stamping Fixture

M. E. Cunningham Co., 1481 North Ave., Pittsburgh 33, Penn.—A new stamping fixture for marking around the periphery of any solid or tubular round metal part has been developed by the firm. This Model GRD-960-2 Stamping Fixture also can be adapted to marking flat parts. It will mark almost any size tubular product or up to 5" diameter solid parts.

This unit is a modification of an earlier machine which was developed for marking tubular or round parts or products. The fixture consists of four basic parts: (1) a cast steel base with side flanges for bolting to a bench, (2) a cradle or mandrel—depending on whether solid or tubular products are to be marked, (3) a roller marking die and (4) a gear-mounted handle. When the handle is turned, the gear arrangement causes the die to move across the piece held in the cradle or mandrel.

The roller marking die may be either insert or solid style. Either single characters or logotypes may be fitted into the insert style dies. Type capacity depends on the size of character to be used.

Jeep Wrecker Parts

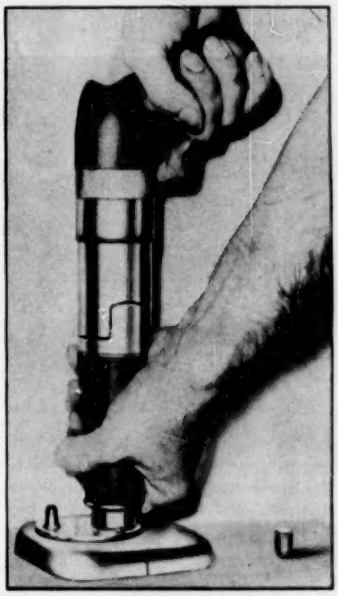
Koenig Iron Works, 2214 Washington Avenue, Houston, Texas — The Willys four-wheel-drive truck or Jeep can be turned into an all-service wrecker with components just put on the market by this firm.

Each piece of equipment can be purchased and used separately. Approximate cost of power take-off extension, helper springs, bed-mount winch, wrecker frame, boom, spacer bar, lift plate and cable: $473.00 (Jeep) or $620.00 (4 x 4 truck), f. o. b. Houston.

The Koenig Wrecker Unit on a Willys truck or Jeep fills a low-cost need for service stations, tire companies, automobile dealers, garages, contractors, toll roads, bridges, tunnels, parkways, petroleum and pipeline companies, construction companies, motor clubs and all auto service organizations.

Powder Powered Tool

Powder Power Tool Corp., 7527 S.W. Macadam Ave., Portland, Oregon—A new high-powered but light-weight powder powered tool for use in all types of construction from residential to heavy construction projects is now available throughout the United States, Dan W. Creary, President, has announced. Called



25 caliber power tool.

the Creary Drive-It 330, the new tool is less than six pounds in weight and only 13 inches in length but according to the firm packs a healthy .25 caliber wallop not hitherto found in tools of this size. It is also adaptable to a .38 caliber drive but will handle nearly all jobs in its lighter caliber, according to the makers.

Of improved design it features a snap-open breech action with automatic cartridge extractor, molded rubber pistol grip and foregrip with the rest of the tool in polished chromium finish. It "fieldstrips" into just three segments for complete cleaning. Though Powder Power recommends two-handed use of all Drive-It tools the "330" can be used with one hand where it is physically impossi-

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NEW PRODUCTS

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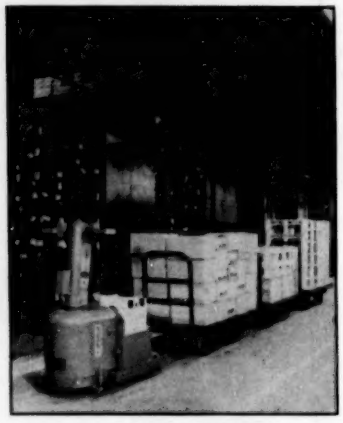
ble for a workman to use two. It comes packaged in a portable steel case with accessories.

The "330" uses 56 different sizes and kinds of drive pins which make it applicable to electrical construction, plumbing, heating and ventilating work, plastering, wood and steel construction and general construction of nearly every sort.

Operatorless Industrial Trucks

Barrett-Cravens Co., 628 Dundee Rd., Northbrook, Ill.—The illustration shows a fully loaded tractor train making its way, without an operator, through a plant to the shipping room. The train follows a route set by a guide wire strung from the ceiling overhead. This will be shown in operation at the National Materials Handling Exposition, Chicago, May 16-20.

It's the Guide-O-Matic—the latest electronic development of Barrett-Cravens



Look! No hands!

Co. It presents new possibilities for the more economical handling of materials and products.

The Guide-O-Matic truck or tractor is completely automatic. Neither operator nor physical connection is required for its operation. The load moves in a steady path to its destination, at any speed desired, under automatic control at all times.

The radio waves that control Guide-O-Matic trucks are transmitted over the wires by means of signal boxes installed at desired locations throughout the plant. To call a truck, simply press a button and the truck will come immediately to the station from which the signal originated.

A "sniffer" box mounted on the truck or tractor picks up waves from the guide wire overhead. The sniffer box contains an electronic brain that answers command instantly, causing the tractor train to follow the route set by the guide wire. These routes can vary, with many destinations served automatically.

The guide wire is easily strung from the ceiling along the desired routes and into bays, stockrooms and shipping rooms; or it may be laid in a small slot in the floor.

Steel Floor Armor

Klemp Metal Grating Corp., 6603 S. Melvina Ave., Chicago 38, Ill.—Announcement of a new Hexteel safety floor armor that has less weight per square foot and a greater exposed steel surface has been made by the firm.

This is believed, by the company, to create the most durable floor ever designed for abnormal wear and rough usage, although it is economical to install. (The old types of steel surface armor had more weight per square foot and less exposed steel surface area.)

The new Klemp ¾" x 16 gage (.065) Hexteel has been developed to meet the increasing demand for a steel floor armor which can be used for resurfacing existing concrete or wood floors. The exposed steel surface armor is 18.15 square inches per square foot, and the weight of the new Hexteel is 1.7 pounds per square foot.

Temperature Safety Regulators

The Farris Stacon Corporation, Palisades Park, New Jersey—A new line of low cost Temperature Actuated Safety Regulators designated as type STACON VS has been announced.

Designed primarily for use in controling the vapor line in degreasers by shutting off the flow of steam and gas to the heating coil if the vapor exceeds a given level. This regulator can also be used as a safety control on other Process Industries applications.

The valve is normally held open by a latch until the thermostatic bulb temperature reaches a predetermined set point. Instantaneous liquid expansion of the bellows trips the latch and a spring closes the valve. Flat valve seat affords tight closure and ease in relapping. The valve is snap-acting and remains closed until manually reset by depressing a knob located on the valve top works. Another feature is a field replaceable thermal system for easy servicing.

Improved Card Fly Separator

Textile Appliance Company, Inc., Gastonia, N. C.—An invention of the president of the firm, Mr. G. R. Hooper, is being put on the market for the benefit of textile mills, both cotton and synthetics.

Known as the Royal Card Separator and Cleaner, the new device is said to be the first improvement on cards in many years. The manufacturer states that the new product separates the card fly from the motes leaf trash and sand whereby the card fly becomes spinable. While so doing it also improves the yarn as to quality and imparts to the yarn a better luster and sheen, according to the firm.

Automatic Gear Grinder

The Belock Instrument Corporation, College Point, New York—Has completed development of its new fully automatic precision gear grinder for spur and helical gears and is now introducing it to the machine tool market.

This machine represents the first really new approach to precision gear grinding in many years, the company states. Its revolutionary design resulted from the long existing requirement for an inexpensive, generating type gear grinder that is simple to set up and operate.

Although it is a high production machine, it was so designed as to make short run jobs economically feasible. The many unique design features coupled with low price will enable many smaller gear shops to enter the gear grinding field.

The manufacturer claims a number of design goals have been achieved in its development: Expensive tooling has been eliminated. A special involute dial is set to the proper index number to produce the proper involute shape for the particular size gear to be ground. Three change gears are selected for the number of teeth on the gear and the proper dressing cam is inserted in the diamond dresser.

A complete setup can be accomplished in 60 minutes or less compared with eight hours on some other machines.

Capacity of the machine is ¾" to 7½" pitch diameter and will handle 4 to 32 pitch. The grinder is only 48" x 36" x 70" high and weighs 2700 lbs. Total power consumption is less than 1.7 hp.

Industrial Floor Matting

The American Floor Products Company, 4922 Wisconsin Avenue, N. W., Washington 16, D. C.—Now offers a new industrial and commercial floor matting designed to reduce employee fatigue and injury.

The product is called Neo-Sponge comfort mat and is made through a special patented process of blowing millions of inert nitrogen bubbles into Dupont's Neopreme.

Its outstanding properties are, according to the firm, permanent resilience, high electrical resistance (61,000 volts before puncture), and an almost impervious resistance to acid, oil, grease and heat. The mat will outwear any similar product made of rubber and, unlike rubber, will not absorb any liquid or vapor.

Neo-Sponge is especially suited to any type of business where employees stand at their jobs. The molded tread design

on both sides makes it reversible and offers excellent non-slip foot traction.

Available in two thicknesses, ¼" and ⅜", and in standard sizes up to 36" wide x 10' long. Larger sizes can be supplied upon request.

High Strength Polyethylene

Bakelite Co., South Charleston, West Virginia—A new type polyethylene resin with greater rigidity and higher temperature resistance is now in pilot plant production the company announced. This new resin increases the range of Bakelite polyethylenes and makes possible important new applications for this group of materials.

Experimental quantities of the new polyethylene resin will be offered for use in the near future. Production will be increased as demand warrants.

This new polyethylene resin is produced under conditions that approximate atmospheric pressure and temperature. Current types of polyethylene are normally produced at extremely high pressures and elevated temperatures.

Softening points up to about 240 deg. F. are indicated for the new type polyethylene. This higher softening point is a distinct advantage when contrasted with softening temperatures of 20 to 30 degrees Fahrenheit lower for conventional polyethylene resins. The higher temperature range is expected to open the way to new and expanded uses of polyethylene. The greater rigidity is advantageous in such fields as toys and large molded or vacuum-formed products.

Ten Inch Wood Moulder

Dependable Machine Company, Inc. of Greensboro, N. C.—Designers and manufacturers of production woodworking machinery, announce the Dependable M-150 (10") Electro-Unit Drive Moulder which has been added to their line. This machine is offered in the standard 10" x 4" size and is also offered with Random Length Hopper Feed which takes stock as short as 6".

The moulder is designed for both high speed production, by use of round and milled-to-pattern heads, and detail work, by use of square heads. Any type of moulding from the tiniest bead moulding up to the capacity of the machine can be made equally well. For quick change-over on patterns the removable Cartridge Spindle Unit feature is used.

Heavy-Duty Vacuum Cleaner

The Black & Decker Mfg. Co., Towson, Md.—A new heavy-duty electric vacuum cleaner for industrial and automotive use has been announced. Called the No. 95 Vacuum Cleaner, this unit has up to 20% more cleaning power, a dry capacity of 1¼ bushels of dirt, and a wet recovery capacity of 13 gallons.

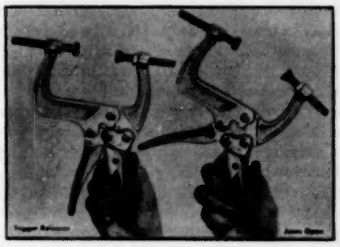
This vacuum cleaner, according to the firm, will move 75 cubic feet of air per minute through a one inch orifice, and has a maximum sealed suction rating of 70" of water. The motor, rated at 1¼ horsepower, is designed especially for vacuum cleaning. It is sealed against dirt and water, and has its own cooling fan.

An outstanding feature of the new B&D cleaner is the super flexible, accordion type hose offered as standard equipment. This accordion-type hose measures 5 feet, but may be expanded to measure 15 feet. The hose has a 1½" diameter throughout its length, thereby permitting the passage of more air for more thorough cleaning. Further, this enlarged hose diameter makes possible the pick-up of larger objects without the danger of clogging, and greatly adds to the operating performance and efficiency of the machine, the company states.

Plier-Type Toggle Clamps

Detroit Stamping Co., 340 Midland Ave., Detroit 3, Mich.—Three "trigger-release" portable plier-type toggle clamps—ideal for easy, instant one-hand release—have just been added to De-Sta-Co line of toggle clamps.

This trigger-action enables the operator to hold the work piece with one hand, and clamp and release with the other.



Three trigger release.

A touch of the trigger throws the jaws of these clamps open—ready for the next clamping action.

These three new clamps—known as Models 482, 484 and 486—were developed in answer to a demand by metal, plastics and wood fabricators for a new series of toggle clamps. This demand was for clamps which would develop greater holding pressures, withstand rugged use, enable an operator to reach hard-to-get-at places and give him a tool which could be readily clamped and released with one hand while holding the work piece with the other.

The construction assures, the firm claims, a minimum of 135,000 clamping and unclamping cycles under a 600-pound pressure! Extremely long wear under the most rugged type of use, is assured by this manufacturing procedure.

The forged components are heat-treated and drawn to provide greater strength, yet enough resilience is retained so that these clamps may be readily drilled or altered to fit any specific application.

Balanced Conveyor Gate

Sage Equipment Company, 30 Essex St., Buffalo 13, N. Y.—Announces the addition of a spring counter balanced gate to its complete line of conveyors. The spring counter balance is completely enclosed and mounted underneath the conveyor where it is out of the way.

This new gate can be used across aisles so that intraplant traffic of personnel and

Spring counter balanced gate.

trucks can be facilitated. The gate is counter balanced to provide easy one-hand operation.

It is available with Gravity Roller or Wheel conveyors in a wide range of capacities, lengths and widths. It is easily installed and integrated with existing conveyor systems.

Sage also manufactures air and electrically operated gates which can be arranged for remote control if desired.

"One Specification" Connection

Gray Tool Company, P. O. Box 2291 (W41), Houston, Texas—A new connection has been designed which offers industry the first "one specification" connection for all piping applications and pressure ratings. It is a "one specification" connection because it requires no

Vent-drain bleeder valve.

selection of gaskets, facings or bolts, all parts being fully interchangeable and re-

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NEW PRODUCTS

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usable. Named the Graloc, the connection employs a two-bolt clamping principle and a stored energy seal.

A steel sealing ring, having flexible lips and a rigid rib fits between the steel connecting hubs. The angle of the tapered lips of the ring is less than the tapered seats of the hubs. As the joint is made up, the lips of the seal ring conform to the seats of the hubs, thereby utilizing the elasticity of the steel as a source of stored energy to effect and maintain a positive seal. Internal line pressure serves to increase the effectiveness of the seal without creep or movement.

The rib of the seal ring affords rigidity, necessary both in handling and in preventing excessive crushing or misalignment during use, without sacrificing full bore or minimum pressure area of the connection. Further, the rib acts as a positive stop means and lends strength to resist the bursting tendency caused by fluid pressure.

Instead of the usual bolting, Graloc uses a two-piece steel clamp which works against tapered shoulders on the connecting hubs. The clamp is held in place by two high-strength steel bolt studs made to ASA specifications. Bolting can be handled from the top, bottom or side, and the entire connection can be assembled quickly with no necessity for periodic re-tightening. Internal pressure of the line does not affect the bolting load, and over-tightening will not harm the connection.

Four Speed Lift Stacker

Allied Manufacturing & Sales Co., Dept. 2-3, 3113 W. Grand Ave., Chicago 22, Ill.—The new Grand Shop Caddy with four speed hydraulic Varilift saves time and manpower, according to the manufacturer. This is a combination Pallet-Lift Stacker and Hand Truck capable of lifting a quarter ton, moving loads with perfect balance and stacking from floor level to 36" or 54".

The Grand Shop Caddy, it is claimed, speeds up machine feeding, simplifies truck loading and unloading and lets you take advantage of storage space without need of slings, tongs or chains. It handles heavy motors, dies, patterns, boxes, crates, kegs, castings, bags, etc., faster than ever before.

There are 4 models, 500 lb. capacity, with 8" roller bearing rubber wheels, all with the versatile hydraulic pump varilift which raises platform from 36" to 54" high. Platform sizes 16" x 20", 19" x 22" and 22" x 30". Special Grand Shop Caddy models for handling beverage cases and appliances.

Another new development called the Grand Lift King enables one man to handle heavy loads quickly, easily and safely. This is a streamlined Fork or Platform Lift Stacker powered by one or two batteries.

There are 14 models with load capacities of 750 lbs. to 3,000 lbs. The Grand Lift King has been especially designed for easier floor loading and unloading and is capable of lifting to heights of from 60" to 100".

Endless-Belt Sander

Porter-Cable, 51 Exchange St., Syracuse, N. Y.—A new compact, low-priced portable abrasive-belt sander has just been introduced, the firm has announced. The Model 136 Belt Sander has five advantages over other types of sanders according to the manufacturer. Belts can be interchanged instantly making it easier to work through three or four grades of grit from coarse to fine, or to change from woodworking to metalworking abrasives.

The belt produces a straight-line sanding action in contrast to oscillating type tools. This makes it possible to sand right up against corners and eliminates finishing margins by hand. The motion of the belt shoots away the dust and prevents it from accumulating under the pad; and because the sanding area is kept free of dust, the abrasive action is faster and more efficient, it is claimed. The belt sander also keeps the abrasive cooler because two-thirds of the 21-inch belt is always dissipating the heat into the air; this prevents burning and gumming.

The belt travels at 850 surface-feet-per-minute under load. A shaped handle with a trigger switch equipped with holding lock-button provides positive, instantaneous control. The light weight of the Model 136 maintains just the right pressure without requiring the operator to bear down, while the tool's perfect balance assures even sanding without gouging. The machine measures 6¼" wide, 7" high, 11¾" long, and weighs only 10 lbs., making it easy to handle without fatigue even in vertical or overhead positions.

Rotameter Flow Transmitter

Brooks Rotameter Company, Lansdale, Penna.—The Mag-Nu-Matic, a magnetically actuated pneumatic transmitter designed for use with all types of pneumatic receivers and control instruments, is now available.

The transmitter employs a force-balance pneumatic system requiring a minimum of mechanical motion, resulting in low inertia characteristics and improved response time, the company states. Only three moving parts—two stainless steel pistons, which move on air cushion within cylinders of precision-bore glass, and the armature. All mechanical linkage and friction points are eliminated.

A permanent magnet in the rotameter float extension constantly attracts the armature in direct proportion to the height of the float in the rotameter tube. The difference in position of the two pistons relative to the armature provides the restoring force to reposition the armature in response to flow changes.

Colloidal Graphite Lubricant

The Gebauer Chemical Co., Cleveland, Ohio—A remarkable new, jet-propelled lubricant that reaches hundreds of heretofore inaccessible trouble spots has been developed for use in the automotive field, in industry, and at home, the company states.

Known in its laboratory and testing stages as Graph Squirt, the new, nonflammable lubricant is made of colloidal graphite in such fine suspension that it remains floating in a petroleum base. Its other principal components are fluorinated hydrocarbons, and methyl ethylene, a grease cutting agent developed and widely used during World War II.

Because of its low surface tension and high penetration and its propulsion in a jet-stream, Graph Squirt can be applied instantly, the firm says, to clear rusted or frozen locks, keyholes, hinges, and any other gummed or clogged or frozen moving part in any mechanism.

Aluminum Grating

Kerrigan Iron Works, Inc., Nashville, Tenn.—With the announcement of an aluminum line of grating, the company now makes grating in all sizes and types, including steel, stainless steel, monel, aluminum riveted, steel riveted, extra closed spaced and serrated.

The new aluminum grating is ideal, the firm states, where the need is for a strong, yet lightweight grating on flooring. It is also recommended for use in confined areas to reduce fire hazards, due to its non-sparking characteristics. In addition to being lightweight it is nonmagnetic, non-corrosive and has no maintenance costs.

Elevating End Gate

Gar Wood Industries, Wayne, Michigan—Announces a new Elevating End-Gate, which reduces retail-wholesale delivery costs up to 50 per cent yet costs as little as 50 cents a day.

The End-Gate is designed for installation on the rear of a 1½-ton or larger truck, or semi trailer, and lifts or lowers loads up to 2,000 lbs. The delivery truck driver alone can handle most deliveries with the End-Gate. Fast loading and unloading allow extra deliveries daily without extra help.

All End-Gate operations—opening, lowering, raising and closing—are hydraulically actuated by single lever controls, one located on each side of the truck, which operate one valve that controls all movements. A single, double-acting cylinder powers all operations.

TELEPHONING FROM AUTOMOBILES, TRUCKS, BOATS The mobile telephone resembles an ordinary telephone, except that it contains a "push-to-talk" button. Conversations may travel part way by radio and part way by telephone line. Bell telephone companies can supply either complete mobile service, or furnish and maintain equipment for private radio systems.

More and More Telephones Are Going Traveling These Days

Bell System mobile telephone service – a big time and money saver – is growing rapidly.

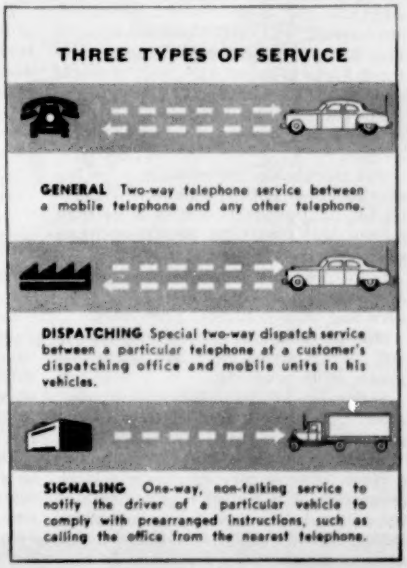
This service is now available in 210 areas in the United States, including most cities of over 150,000 and many smaller places.

Traveling telephones are necessities to many lines of business having vehicles on the road and to professional people.

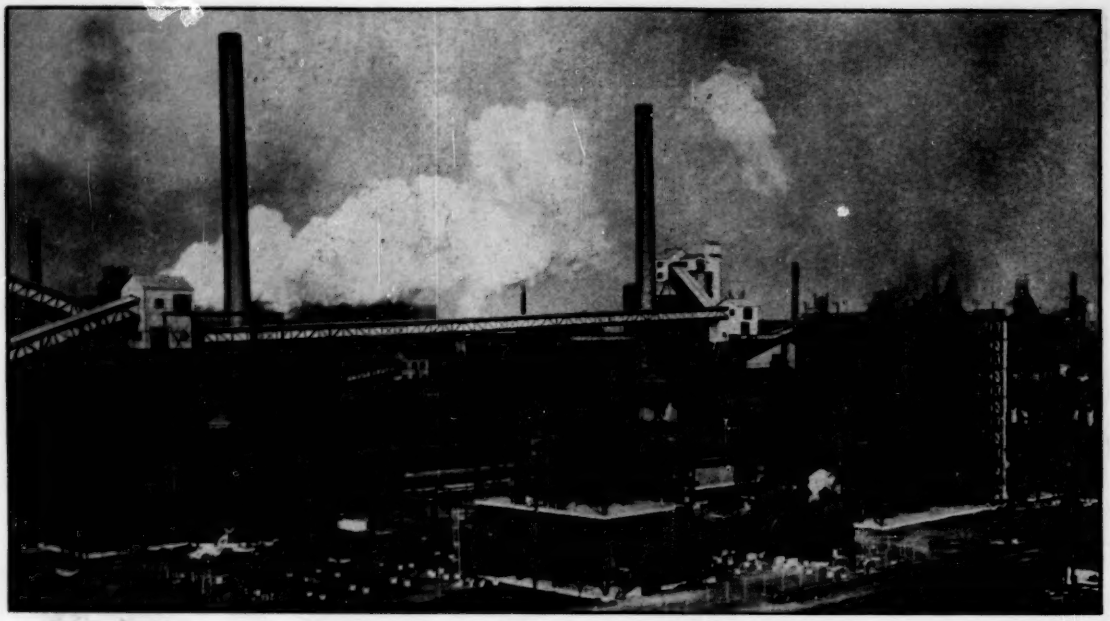
Often mobile service is the *only* way to reach quickly a moving car, truck or boat. And from a mobile telephone you can talk with your own dispatcher's office or with any other telephone anywhere.

Mobile telephones cut labor and vehicle-operating costs for many types of business. Bell System customers receive these advantages without capital outlay, equipment obsolescence or maintenance problems.

This modern convenience is another example of how the telephone is being made useful to more and more people.


THREE TYPES OF SERVICE
GENERAL Two-way telephone service between a mobile telephone and any other telephone.
DISPATCHING Special two-way dispatch service between a particular telephone at a customer's dispatching office and mobile units in his vehicles.
SIGNALING One-way, non-talking service to notify the driver of a particular vehicle to comply with prearranged instructions, such as calling the office from the nearest telephone.

Bell Telephone System



This coal chemical plant was put in operation at the Sparrows Point plant of the Bethlehem Steel Co. during 1954. A new coke oven battery and coal handling equipment were also installed.

Bethlehem Steel's 1955 Ingot Capacity Increased 6,200,000 Net Tons Over 1946

E. G. Grace, chairman of Bethlehem Steel, announces that its "estimated annual capacities . . . of various types of steel products after the completion of the additions and improvements heretofore authorized," will total 15,100,000 tons. Of this 9,930,000 tons (approximately two-thirds) is in so-called light steel products and 5,170,000 tons in heavy.

The hitherto unpublished data is given in detail in the annual report to stockholders.

The stockholder report reveals for the first time that Bethlehem's annual capacity for light products will be more than double the 1946 total and more than quadruple the 1930 figure.

Light products are defined as: sheets and strip; tin and black plate; wire rods, wire and wire products; pipe; bars.

Heavy products are: structural shapes and piling; plates, rails and rail accessories; other products.

Referring to Bethlehem's diversified growth in various product lines in the past quarter century, Mr. Grace said: "The light products are especially important, because they constitute a large proportion of the steel requirements of the automotive and container industries and of other consumer durable goods manufacturers."

Bethlehem's rated annual steel ingot capacity is, as of January 1, 1955, 19,100,000 net tons. This is an increase of 6,200,000 net tons compared with the capacity as of January 1, 1946.

Net income per dollar of total revenues was 8 cents in 1954 compared with 6.4 cents in 1953. Dividends paid were $61,639,125 in 1954 compared with $44,868,977 in 1953.

Bethlehem delivered a greater tonnage of merchant ships in 1954 than any other shipbuilding company in the world. The deadweight total approximated 430,000 tons.

During the year under review, Bethlehem yards delivered 20 merchant vessels, three naval ships and 86 non-propelled craft, and repaired or converted 4,021 vessels.

Refining Corporation Opens World's Largest Ultraformer

Largest ultraforming unit in the world located at the Texas City plant of Pan American Refining Corporation, refining subsidiary of the American Oil Company, went "on stream" last month, Dr. Harold R. Snow, vice president for manufacturing, announced.

The new multi-million dollar, 21,000 barrel-a-day ultraformer produces high octane components for unleaded premium Amoco gasoline through a new process using a catalyst containing platinum, Dr. Snow said. More than 200,000 pounds of the platinum catalyst are used in the unit.

This massive unit is the third to be built and the largest. The ultraforming process was developed originally by research engineers of Standard Oil Company (Indiana), parent company of American. Ultraforming uses a fairly low-pressure process with the catalyst in fixed beds in the reactors. These beds are cyclically regenerated to keep catalyst performance at its peak. A swing reactor makes it possible to regenerate without having to shut down the unit.

$12½-mil. Jet Research Center To Be Erected at Kansas City

Plans for new jet engine research and development facilities costing more than $12½ million to be built by Westinghouse Electric Corporation at its Kansas City, Missouri, plant were announced.

The new facilities which include both high- and low-power laboratories and an experimental engineering shop will be located at the present site of the huge jet engine plant south of Kansas City which Westinghouse leased from the Navy in 1948.

A portion of the more than 230,000 square-foot laboratory will be made available within the confines of the existing 80-acre building. The fuel and testing laboratories will be constructed adjacent to and north of the present structure.

Mr. Smith also announced that the firm of Sanderson and Porter of New York is already at work on the architectural and engineering phases of the high-power laboratory; and will be construction agents for all new construction involved.

The new laboratories will provide for research and development testing on components of new jet engine designs, and for development of improvements in existing jet engines.

Drilling Platform

(*Continued from page 29*)

hull firmly in place. The jacks can also be operated individually to level the platform. To move from one location to another, the jacking operation is simply reversed, the caissons are withdrawn, and the platform becomes ready for floating to the next location.

The first DeLong model was a smaller unit capable of operating in waters up to 50 feet. It has already gone through one light hurricane without any movement.

On the basis of tests conducted the new model can be erected in 100 feet of water and can be readied for drilling in less than 24 hours after reaching location. It can be lowered and on its way to a new location in that length of time. Tests have demonstrated that it is as sturdy as a stationary platform when in position, capable of withstanding winds of hurricane force as well as thrusts of underwater and surface wave action.

A completely self-contained drilling unit in all respects, the platform has crew quarters, kitchen, galley and recreation room, all air conditioned, to accommodate 46 men. A large helicopter landing is located on the forward deck. For convenient unloading from ship, a ladder, from an opening under the hull, connects with a landing that rides the surface of the water.

All of the drilling and auxiliary equipment is above deck and set generally on the rear half of the platform. Kitchen, mess, recreation room and the rig superintendent's office and quarters are also above deck and forward. The office is so located that the superintendent has a full view of rig operations from his desk.

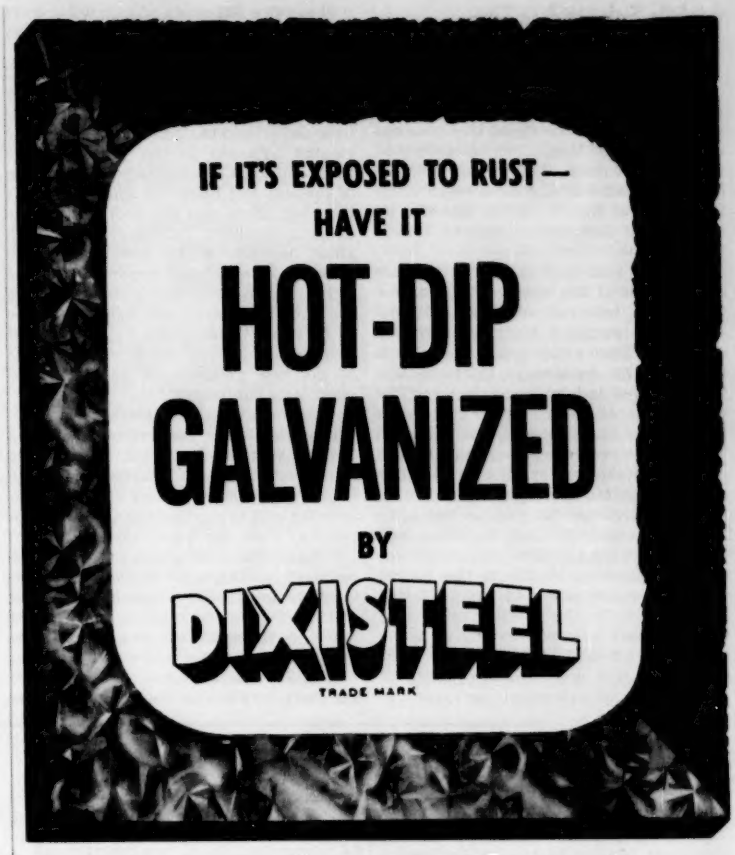
Primary drilling equipment is at the extreme rear and operates through an opening cut inward from the rear edge of the hull. This open-faced slot allows the platform to be pulled bodily away from the well when it is completed.

Crew quarters are below deck and the hull also serves for storage. It has a capacity for 17,000 gallons of drinking water, 107,000 gallons of salt water, 320,000 gallons of drilling water and 52,000 gallons of fuel oil.

Alcoa Acquires Missouri Site For Sales Office Building

Aluminum Company of America has announced purchase of a Kansas City, Missouri, lot, on which the company is to construct a new sales office building for its subsidiary, Aluminum Cooking Utensil Company.

Construction is scheduled to start in March, or April, 1955. While company officials said plans had only reached the sketching stage, it was announced that the new building would utilize aluminum extensively, on exterior wall facing and accessories, as well as on interior trim.



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Double-dipping accommodates pieces up to 45 feet long

Add years of useful life to iron or steel. Give your products new sales appeal. Genuine hot dip galvanizing will do it.

Our new facilities have greatly increased our capacity and made it possible to hot dip galvanize much larger items. You get a more uniform, cleaner job; fast service.

Call, write, or wire for full information and prices.

FABRICATING DIVISION
Atlantic Steel Company
ATLANTA, GEORGIA • EMERSON 3441

Mobile Selected as Site For $20-million Newsprint Mill

Erling Riis, Vice President, International Paper Company and General Manager of the Southern Kraft Division, has announced that Mobile has been selected as the site of the company's new $20,000,000 newsprint mill approved recently by the Board of Directors. The site will be adjacent to that of the present Mobile Mill.

Mr. Riis said that following the announcement of the company's plans for a new mill, inquiries and offers of plant sites were received from hundreds of towns and from every state in the South and that the decision to locate in Mobile was dictated by many factors. The availability of large timber resources within easy trucking and rail radius of the mill, the presence of an adequate supply of suitable water, the availability of highly-skilled labor, and good transportation facilities, as well as the utilization of existing plant facilities and equipment were all important considerations in choosing Mobile as the logical site. The construction of this mill will help insure to the publishers of the South a more adequate supply of newsprint from a nearby source.

The new mill will have a capacity of 100,000 tons of newsprint per year. It will require 365 cords of pulpwood daily and use approximately 6,000,000 gallons of pure water every day.

The major construction required will be a 1,400-foot building to house the new paper machine and finishing and shipping departments. This building will be located adjacent to the present paper mill buildings, necessitating relocation of present rail lines. In addition to this building, plans call for additions to the existing chemical pulp mill and bleach plant, installation of a complete groundwood pulp mill, and expansion of the mill's present wood storage and handling facilities. Extensive additions will have to be made to the mill's existing power plant to supply the power requirements of the new groundwood pulp mill and other new equipment.

A 282-inch newsprint machine incorporating the latest innovations, designed and constructed by Beloit Iron Works in collaboration with International's own engineering and operating staff, will enable the mill to produce top quality newsprint at high speed and efficiency.

International's engineering staff, located at Southern Kraft Division headquarters in Mobile, which has designed and built all of its modern mills in the South, will handle the design and construction of the new newsprint mill, Mr. Riis said. Actual work is expected to begin next month and the new mill is expected to be completed and ready for initial operation by August, 1956.

Atlantic Steel Launches Modernization Program

Atlantic Steel Company announced that contracts have been awarded for the construction of a new merchant bar and rod mill.

According to J. H. Girdler, company vice-president in charge of operations, this mill is the first phase of a $10 million modernization and improvement program recently approved by the company's stockholders. Grading for the mill is already underway by Dalon Construction Company, Atlanta.

General engineer for the construction of the buildings and installation of the new mill is Rust Engineering Company, Birmingham. The mill itself will be housed in a building 740 feet long by 100 feet wide. Two warehouses attached to the main building will occupy an additional 52,000 square feet of space.

Actual construction of the buildings is scheduled to start in May, and installation of the mill machinery and electrical equipment will begin about October. The mill is expected to be completed and in operation by September, 1956.

The total amount involved in these contracts is approximately $8½ million.

Reynolds Metals Develops the World's Largest Reduction Cell

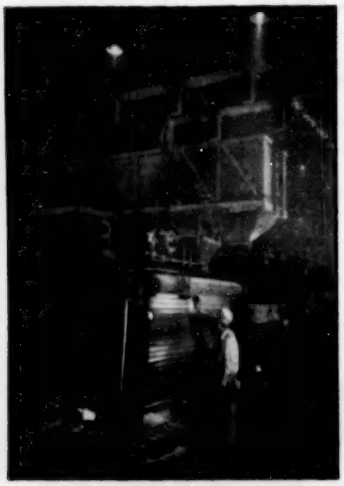
The largest reduction cell ever operated in a commercial line producing aluminum is used in the two reduction plants recently built by Reynolds Metals Company to meet the increased demands for primary aluminum, according to an announcement by J. Louis Reynolds, Vice President in charge of operations. These two facilities are the San Patricio Plant, near Corpus Christi, Texas, with a rated capacity of 160,000,000 pounds of aluminum per year, and the Robert P. Patterson Plant at Arkadelphia, Arkansas, with a capacity of 110,000,000 pounds yearly.

Experimental development on this cell was nearing completion at the outbreak of the Korean War. It is from two to six times the size of other units now in use in this country. Each unit has a daily production of approximately 2,000 pounds of high-grade aluminum. Each must be fed at a daily rate of 4,000 pounds of alumina (aluminum oxide) and approximately 1,000 pounds of carbon anode material.

This reduction cell is of the Soederberg type. It requires over 90,000 pounds of steel in the fabrication of the shell and superstructure frame.

Normally, the line consists of 160 cells with 80 cells in each of two parallel buildings. In the first, the power moves away from its source; in the second, it is returned to its source. Each building is made of steel frame with aluminum roofing and siding, is more than 1,800′ long, and covers over 2½ acres at this mammoth plant.

The power source of such a line must have a direct current capacity of approximately 100,000 KW, which is enough to supply a city of 300,000 population.



Each cell consumes 4000 pounds of alumina daily.

Overall view of potline at the Arkadelphia, Ark., plant. Each pot produces 2000 pounds of aluminum daily.

Nuclear Energy

(*Continued from page 26*)

In other words, from the 39 million tons —78 billion pounds—of phosphate ore mined, only a few thousand pounds of U-235 could be produced. But of course each pound would be about as effective as 1300 tons of coal.

Truly we come into a new age. An age that might be called the age of unlimited mechanical energy. It is an age that throws a challenge to our state and its leaders. We can follow in the old way and let the rest of the nation take advantage of this new source of power . . . or we can add this new source of energy and become, in my opinion, one of the great industrial centers of the world.

Metal Building Materials Firm Acquires 26 Acres in Baltimore

H. H. Robertson Company, one of the world's largest manufacturers of metal building materials, including metal roofing and siding, sidewall, floor and deck panels, ventilators, and sash has purchased land for a new plant in the Baltimore area, George W. Creighton, Director of the Industrial Bureau of the Baltimore Association of Commerce reported.

The 26-acre tract is located on North Road adjacent to the Sparrows Point plant of Bethlehem Steel Company. Present H. H. Robertson Company plants are located in Ambridge, Pa., near Pittsburgh; Columbus, Ohio; Edmonton and Hamilton in Canada; and Ellesmere Port in England. Ground-breaking for the new plant is scheduled for 1955 in conjunction with the firm's 50th anniversary celebration.

H. H. Robertson Co. decided on a Baltimore area location after an 8-year study of factory sites in all parts of the United States. Association of Commerce officials said the Sparrows Point location was chosen because it provides easy access to ocean, rail and highway shipping routes, has a plentiful and harmonious labor supply, tax laws which are fair to industrial firms which provide employment. It is close to both markets and raw materials; and has efficient public utilities.

Newport Steel

(*Continued from page 28*)

the new reversing cold mill where, by screwdown pressure and tension, the strip of steel is reduced to specified gauge and finish. It is known as a "4-high" mill because it has two "work rolls," through which the strip of steel passes back and forth as it is alternately wound and unwound by tension rolls on either side of the mill, supported by two "back-up rolls."

The Newport mill is capable of handling coils weighing up to 40,000 pounds, with an inside diameter of 24 inches and an outside diameter of 65 inches. When reduced to .015 of an inch in thickness the coiled strip of steel is approximately 5,800 feet long.

After being cold rolled, the coils go to a continuous flying shear where the steel is uncoiled, flattened and cut to proper lengths and width according to ordered sheet specifications. The sheets are then annealed in gas-fired, controlled atmosphere furnaces, are temper passed, and —after thorough final inspection for surface finish, gauge and size—are packaged for shipment.

A. P. Miller, vice president in charge of operations, supervised the mill construction and installation of equipment for Newport Steel, with Harry Matejka serving as project superintendent for Merritt-Chapman & Scott's Industrial & Building Construction Division.

Ground was broken for the project on January 19, 1954, and placement of concrete for the mill's heavy foundations—1,116 cubic yards in all—began less than a month later, on February 18. Erection of the mill was started last August 30, and the first test run of steel was rolled on November 30, 1954.

Last year's U. S. production of bituminous coal—453 million tons—would fill 7,050,000 hopper cars of 60-ton capacity and make up a train 60,057 miles long, or more than twice the distance around the world at the Equator.

Nearly 100 Industries Selected Oklahoma's

SAND SPRINGS—TULSA Industrial District!

WHO THEY ARE . . .

Commander Mills, Inc., South West Box Co., Kerr Glass Mfg. Corp., American Smelting and Refining Co., Southwest Porcelain Steel Corp., Pedrick Laboratories, Inc., Orbit Valve Co., National Tank Co., Frank Wheatley Pump and Valve Mfr., Lock Joint Pipe Co., General Paint Corp., American Steel and Wire Co., Bethlehem Steel Co., Lincoln Electric Co., Southwest Steel Corp., Standard Magnesium Corp., Standard Aluminum Co., Enardo Mfg. Co., Sheffield Steel Corp., The Boardman Co., Youngstown Steel Products Co., Mo-Vi, Inc., Boyles Galvanizing Co., Stanley Home Products Co., Santa Fe Engineering and Equipment Co., The Fibercast Corp., Graver Tank & Mfg. Co. and many others.

WHAT THEY MAKE . . .

Products manufactured and distributed in the national market (many of them exported) by the Sand Springs-Tulsa area companies include Textiles, Fruit Jars, Corrugated Boxes, Zinc Products, Steel, Electric Fixtures, Chemicals, Canned Foods, Janitor Supplies, Meat Products, Petroleum Products, Dog Food, Porcelain Enameled Steel, Paints and Varnishes, Building Materials and many others.

WHY? FACTORY SITES • TRACKAGE • WAREHOUSES • ABUNDANT WATER • NATURAL GAS • ELECTRIC POWER • SATISFACTORY LABOR-LIVING CONDITIONS • COMPLETE BELT-LINE FREIGHT SERVICE — Direct connections with Frisco, Santa Fe, Katy and Midland Valley Railroads.

Write for Complete Information

SAND SPRINGS HOME INDUSTRIAL DEPT., SAND SPRINGS, OKLA.

L. & N. Dedicates New Station For Passengers at Mobile

A hoop-skirted lovely, Miss Ann Ford, Azalea Trail lady-in-waiting, crashed a bottle of champagne across the "bow" of the new passenger station in Mobile, Ala., recently and dedicated it to the Louisville and Nashville Railroad.

Watching Miss Ford put into official operation the new $750,000 station was the L. & N.'s president, John E. Tilford, several thousand Mobile citizens, its mayor, Charles Hackmeyer, other city officials, representatives of the L. & N. and of various other railroads.

Earlier, the crowd that had gathered in front of the new station heard Mr. Tilford say: ". . . this station is a symbol of courage and tribute to American private enterprise . . . we built it not for profit, but for the comfort and convenience of its patrons and to share the civic pride of Mobile in its desire to have an attractive railroad portal to the city."

Louisiana Newsprint Mill Producing From Bagasse

A new era in the industrial and agricultural development of Louisiana began last month as the presses of 25 weekly and daily newspapers concentrated in the Sugar Belt of Louisiana rolled out the regular editions of their publications on newsprint made from the by-product of the sugar cane known as "bagasse."

Manufactured by the newly constructed Valentine Pulp and Paper Company mill at Lockport, La., the plant is the first in the world to use both the pith and the fiber of the sugar cane in paper-making. Official announcement of the use of the newsprint by newspapers throughout the state culminates a research and development program that began in the 1930s by Valentine. In addition to newsprint the mill is making fine writing paper, book paper, mimeograph paper and tablet paper. A large portion of the output of the mill is being sold to the United States government printing office under the terms of a contract received at the time that production began.

Valentine management revealed that after undergoing experimental runs the company entered into a special arrangement with member-newspapers of the Louisiana Press Association for the simultaneous release of the story today on newsprint produced at the mill. Newspapers cooperating in the joint venture today utilize both letterpress and offset types of printing reproduction on presses that are standard in the non-metropolitan publishing field throughout the United States.

The $4½ million plant at Lockport employs 180 men and women from the La-Fourche Parish area and was built and engineered by Brown and Root, Inc., of Houston, Texas. Valentine Pulp and Paper Company was formed by Brown and Root, Inc., and the Valite Corporation of Lockport and New Orleans. The mill was completed last year and tests of the paper were made during the latter part of 1954 and early in 1955. After feasibility tests were completed, the company, in cooperation with a committee from the Louisiana Press Association, made arrangements for the simultaneous news break in the state.

$20-million Transformer Plant To Locate in North Carolina

A new $20,000,000 manufacturing plant, another major expansion of the General Electric Company's Transformer Division facilities, was announced by Raymond W. Smith, general manager of the company's Distribution Transformer Department. The plant which will eventually employ 1,100 persons, will be located in the Hickory-Newton-Conover area of North Carolina.

The plant represents an investment in the belief that home owners will more than double their electric power usage in a few years, Mr. Smith said. He explained that large quantities of distribution transformers will be needed by utilities to furnish more electric power to homes. Power transmitted at high voltages for economic reasons is reduced to the low voltage used in homes by distribution transformers. More or larger transformers are required to handle the power whenever there is a large increase in power consumption.

"We have selected the southeast section of the country since it is in this area that great future growth is forecast," Mr. Smith said. "Together with our Pittsfield, Mass., Oakland, Calif., and Holyoke, Mass., plants, the new operation will assure our customers of excellent service and an unexcelled product." He emphasized that the new facility will be an addition to the company's present transformer manufacturing facilities and not a transfer of operations from another area.

The North Carolina plant will have all of the latest manufacturing techniques in its operation and will be highly mechanized. When completed in late 1956, the new plant will have about 400,000 square feet of floor space with a single story factory building fronted by a completely air-conditioned office building. Employees will be hired from the local plant area except for less than 100 supervisors and specialists who will be transferred from Pittsfield.

Asheville, N. C. Scene For Manufacturers Show

A panorama of what western North Carolina makes will be unfolded at the Asheville, North Carolina, City Auditorium for three days starting March 31.

The Western North Carolina Manufacturers' Exhibition will display the diversity of production of the area's manufacturing plants.

The program, first of its kind ever held in western North Carolina, is being prepared and sponsored by the Asheville Rotary Club. The exhibition will be a feature of the club's celebration of the 50th birthday of Rotary International.

Essentially, the planners explained yesterday, the idea is to show western North Carolina people generally what is being produced right around them.

YOUR DEPENDABLE SOURCE* OF QUALITY METALS

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BABBITT METALS
BRASS INGOTS
PIG LEAD
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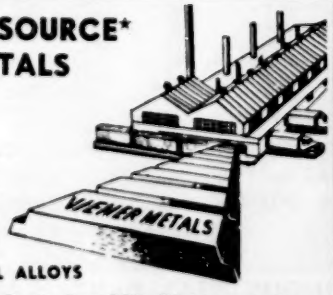

*HYMAN VIENER & SONS P. O. Box 573, Richmond, Va

Little Rock

(*Continued from page 27*)

struction standards, set-back requirements, open-storage restrictions, a prescribed ratio of lot size to building size, prohibition of on-street parking, and maintenance of landscaping minimums. Rail trackage will be in the rear of the buildings, as will all utility poles.

All of the land in the district is above the all-time high water mark and ranges from virtually flat to gently rolling. Minimum elevation is 260 feet and the topography ranges upward to an elevation of 300 feet in the extreme southwest corner. Excellent soil bearing qualities are indicated by actual soil boring tests showing bearing values of from 3,000 to 6,000 pounds per square foot.

Lile, Pickens, Stebbins, and Tucker are still the officers of the company. They are also directors, along with Hugo Heiman of Gus Blass Co., Hugh B. Patterson, Jr., publisher of the Arkansas Gazette, R. E. Rtchie, president of Arkansas Power & Light Co., Sam B. Strauss, Pfeifers of Arkansas, Fred J. Venner, Southwest Manufacturing Company, and J. D. Walthour, Walthour-Flake Co., Inc., Realtors.

Portsmouth Power Station Doubles Generating Capacity

A new, 100,000 kilowatt unit costing $14,000,000 that doubles the electric power generating capacity of the Virginia Electric and Power Company's Portsmouth (Va.) station has just gone into full load commercial operation only three days after steam was first turned into the turbine.

Completion of the second unit at Portsmouth brings the Vepco system's total generating capacity to more than 1,000,000 kilowatts, or more than two and one-half times its capacity at the end of World War II. The new addition brings to nearly $32,000,000 Vepco's investment at Portsmouth. The Power Company's expenditures in 1954 total approximately $62,000,000 for extensive electric and gas generating facilities, including the latest Portsmouth unit.

Stone & Webster Engineering Corporation, designers and builders of the first Portsmouth 100,000 kw unit which went into operation in April, 1953, and which was listed by the Federal Power Commission in 1954 as being one of the 10 most efficient power plants in the U. S., has duplicated in the new addition the economical features of the first plant. The second unit was constructed at a total cost of $116 per kilowatt of capability which is said to be very low for a combination coal and oil burning installation of this type.

Vepco currently has under construction also by Stone & Webster a similar 100,000 kw addition to the Possum Point power station near Quantico, Va., scheduled for completion next spring. More electric power capacity is being added at the new 100,000 kw hydro development on the Roanoke River near Roanoke Rapids, N. C., which is progressing on schedule calling for operation of the first of four units next summer.

Nickel-Cobalt Pilot Plant Near Braithwaite, La.

The Freeport Sulphur Company will operate a new $6 million pilot plant near Braithwaite, Louisiana, below New Orleans, to be constructed by the Government to study a new process for the refining of cobalt and nickel ore. The new plant will be capable of processing 50 tons of ore per day and is scheduled for operation in 2 years. When in operation, the pilot plant will employ between 150 and 200 workers.

Upon successful completion of the pilot plant program, commercial facilities will be built at the site by Freeport. E. D. Wingfield, vice president of Freeport, said this area was selected for the pilot plant and commercial facility due to various favorable economic considerations including the availability of natural gas and certain other chemicals used in the process, adequate fresh water and accessibility of ocean and river transport.

Imports of foreign residual oil, which have hit coal markets hard, have risen 300 per cent since 1946.

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FINANCIAL NOTES

Steel ingot production in 1954 at **Wheeling Steel Corporation** totaled 1,589,643 net tons which was the equivalent of 74.6% of rated capacity, according to a statement given out by John L. Neudoerfer, President. This was above the indicated rate of 1954 operations for the rest of the steel industry. Neudoerfer's statement was given to the Board of Directors as part of a preliminary report for 1954.

Earnings per share of common stock, based on 1,425,173 shares outstanding on December 31, 1954, amounted to $5.48 in contrast to earnings per share of $7.49 on common stock in 1953. Total profit for the year was $9,595,740 in contrast to $12,458,311 in 1953, according to Neudoerfer's report

• • •

Net income of **Freeport Sulphur Company** for the year 1954 amounted to $10,083,937 after all charges, including provision for federal and state taxes, according to the company's preliminary report submitted to directors by John Hay Whitney, chairman, and Langbourne M. Williams, president.

These earnings are equivalent to $4.20 per share on the 2,400,000 shares of common stock outstanding. They compare with 1953 earnings of $8,536,335, or $3.56 per share.

Current assets as of December 31, 1954, amounted to $26,297,286, of which $8,793,171 was cash and marketable securities, and current liabilities amounted to $15,206,749. Current assets as of December 31, 1953, amounted to $24,723,614, of which $9,727,314 was cash and marketable securities, and current liabilities amounted to $12,975,698.

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Sales volume of $492,948,963 and net earnings of $26,130,430 equal to $7.20 per common share were announced by **Allis-Chalmers Manufacturing Co.** in its 1954 annual report to share owners.

Sales of subsidiaries not consolidated totaled about $14-million, bringing worldwide sales totals to $507-million, over $500-million in sales for the third consecutive year.

Defense production declined approximately 25 per cent, to about $70-million and export sales were about 10% of the total.

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Net sales of **Whirlpool Corporation,** for the fiscal year ended Dec. 31, 1954, increased to $169,453,888, from $149,129,142 in the previous year, an increase of 13.6 per cent, according to the annual report mailed to stockholders.

Net earnings, after all charges, were $9,185,038, compared with $4,203,036 for the fiscal year ended Dec. 31, 1953. Net earnings for 1954 represented 5.4 per cent of net sales, compared with 1953 earnings of 2.8 per cent of sales. Earnings per share for 1954 were equal to $2.98 compared with $1.36 per share for 1953, both based on 3,079,524 shares of common stock outstanding at Dec. 31, 1954.

Earnings of $2.98 per share are after charging to operations additional depreciation and certain estimated expenses, in the amount of $1,055,000. After applying federal income taxes thereto, net earnings were reduced $506,000, or 16 cents per share by these additional charges.

Net working capital at Dec. 31, 1954, was $20,471,716 compared with $17,443,216 a year previous.

Cash dividends totaling $2,251,731, were declared during 1954, compared with $1,667,948 in 1953. A 100 per cent stock dividend was also declared in 1954.

• • •

For the year ended December 31, 1954, **International Business Machines Corporation** reported net income of $46,536,625 after U. S. federal income taxes. This is equivalent to $11.35 a share on the 4,098,471 shares outstanding at the end of the year, and compares with net income after taxes for the corporation and subsidiary companies for the year 1953 of $34,119,210, equivalent to $8.32 a share on the same capitalization. As a result of the 2½ per cent stock dividend paid January 28, 1954, and a stock split-up of 25 per cent on May 7, 1954, the number of outstanding shares was increased from 3,198,868 shares to 4,098,471 shares. Earnings for the year 1954 were not subject to the excess profits tax, which for the year 1953 aggregated $10,000,000.

Net income for the year ended December 31,1954, before U. S. federal income taxes amounted to $98,336,625 compared with net income of $92,319,210 for the corporation and subsidiary companies for the year 1953. As previously reported to stockholders, effective January 1, 1954, the corporation revised its method of taking up earnings in countries outside the United States to include only the distributed income (cash dividends) from its wholly-owned subsidiary IBM World Trade Corporation.

Gross income for the year 1954 from sales, service and rentals in the U. S. amounted to $461,350,278 compared with 1953 gross income of $409,989,104.

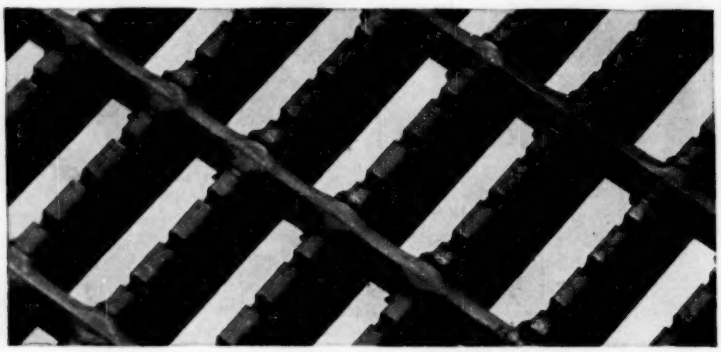
• • •

The Armstrong Cork Company in 1954 earned $11,914,000 net income after taxes on sales of $217,557,000, compared with $9,265,000 on $217,484,000 in 1953, it was disclosed in the annual statement.

Earnings per share of common stock, after deducting dividends, based on the weighted average of shares outstanding during the year 1954, were $7.34 compared with $5.84 in the preceding year based on the shares outstanding at the end of that year.

• • •

Civilian sales of **Mueller Brass Co.** during the fiscal year ended November 30, 1954, reached the highest level in the company's history, but defense orders declined from the preceding year, it was announced by F. L. Riggin, Sr., president, in the annual report mailed to sharehold-



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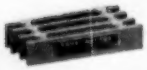

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ers. The decline in defense orders, which accounted for only 5 per cent of the 1954 total sales as compared with 30 per cent in the previous fiscal year, was responsible for the decrease in both total sales and earnings, he pointed out. Civilian sales for fiscal 1954 rose 4 per cent above the previous fiscal year, continued Mr. Riggin who emphasized that this field is the basic segment of Mueller's business.

Consolidated net sales for the fiscal year ended November 30, 1954, amounted to $49,395,600 as compared with $60,671,041 in the preceding year.

After provision for taxes, consolidated net income for fiscal 1954 amounted to $2,304,214, equal to $4.22 per share on the 545,883 shares of common stock outstanding at the year-end. This compares with net income of $2,924,433 or $5.46 per share on the 536,008 shares outstanding at the end of fiscal 1953.

• • •

Reynolds Metals Company and its wholly owned subsidiaries made a net profit of $20,280,908 for the year 1954, according to an announcement by R. S. Reynolds, Jr., President. The profit, after reserve for taxes of $18,315,398, is equal to $10.09 per share on the 2,009,753 shares of stock. Mr. Reynolds said that the profit is an all-time high for the company.

It compares with $18,320,975 for the year 1953, or $9.10 a share on the same number of shares.

Net sales of the company also reached a record high of $306,778,822 in 1954, compared with $287,892,987 reported for 1953. Mr. Reynolds said that the company's production of primary aluminum went slightly over 800,000,000 pounds during 1954. This compares with 665,000,000 pounds in 1953. The rated capacity of Reynolds is 829,000,000 pounds. He said that the largest part of the increase came from the Robert P. Patterson reduction plant in Arkadelphia, Arkansas, which began operating at its rated capacity of 110,000,000 pounds the end of May.

• • •

General Portland Cement Company earned $6,833,256 after taxes in the year ended December 31, 1954, an increase of 31 per cent over earnings of $5,226,454 the year before, Smith W. Storey, president, has reported. On January 24, 1955, the company's stock was split 2 for 1 which resulted in 2,079,942 shares being outstanding. On that number of shares the earnings were equal to $3.28 a share for the year 1954 as against $2.51 a share in the corresponding 12 months of 1953.

Net sales in 1954 were $33,443,661, a gain of 9 per cent over sales of $30,487,316 in the preceding year. Federal taxes on income for 1954 were $5,810,000 compared with $5,526,000 for 1953 which included $605,000 for excess profits tax.

The new production facilities at General Portland's Houston plant were placed in operation in January, Storey said, increasing annual production capacity there by 1,250,000 barrels of cement to a total of 3,650,000 barrels. The current construction program at the company's newer Dallas plant which will double its annual production capacity to 2,500,000 barrels of cement is expected to be completed by mid-1955, with the installation of a new 425-foot kiln and additional grinding facilities.

In addition to its Houston plant and two in Dallas, General Portland operates plants at Fort Worth, Texas; Tampa, Florida; and Chattanooga, Tennessee.

• • •

American Enka Corporation in its annual report shows 1954 net income of $5,010,382, equal to $4.48 per share compared with net income of $6,410,939 or $5.74 per share in 1953. Sales in 1954 amounted to $59,692,723 compared with $65,106,610 in the preceding year.

J. E. Bassill, president, in his letter to the shareholders, said the decline in net income reflected not only lower volume of rayon yarn sales, but also lower profit margins and starting-up expense of the company's new nylon plant. Demand for the company's products improved noticeably in the final months of 1954 and the improvement carried over into 1955.

• • •

Mr. **Walter P. Paepcke,** Chairman, reports Container Corporation of America earnings for the year ended December 31, 1954, equaled $5.31 per common share equivalent to $3.94 for the year 1953.

Total earnigns for 1954 were $13,604,232 compared with $10,127,948 in 1953, in each case after all charges including provisions for depreciation and all Federal, state, and local taxes.

Net sales for the year amounted to $186,595,052 compared with $187,552,652 for the year before.

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WHO'S WHERE

Appointment of **L. F. Long, Jr.**, as industrial sales representative of the **Nubian Industrial Division of the Glidden Company** was announced by T. N. Armel,

L. F. Long, Jr.

national industrial sales manager of the company's paint and varnish division.

In his new capacity, Mr. Long will be responsible for industrial paint sales in the "middle South." His previous positions with the Glidden Company included assignments as technical service director of the Central Industrial Division and as national project development coordinator at Glidden's national headquarters in Cleveland.

• • •

James B. Zachry has been appointed **Worthington Corporation** Special Southwestern Representative in charge of sales to gas pipeline companies, as recently announced by Worthington General Sales Manager W. A. Meiter.

Associated with shop testing, application and sales of engines since joining Worthington in 1939, Mr. Zachry is an engine specialist and has been assigned to the Southwestern Regional Sales Organization for the past year to assist Worthington district offices in Tulsa, Dallas, Houston, New Orleans and El Paso in the sale of power engines and gas engine compressors.

• • •

The retirement of **Emmett Jackson Hoddy**, general agricultural agent, **L. & N. Railroad, Louisville,** after some 35 years of continuous service, became effective February 1. On his last day at work, associates gathered in his honor and presented him with a handsome film viewer —photography being one of his many hobbies—the presentation being made by Industrial Agent Paul DerMott.

Mr. Hoddy entered the service of the L. & N. as horticulturist and entomologist at Knoxville, Tenn., December 1, 1919. He was appointed general development agent April 1, 1931 and as such was in charge of the L. & N.'s industrial and agricultural activities for many years or until June 6, 1949, when a re-organization of his department separated its duties and he was made general agricultural agent in charge of agricultural and immigration activities.

• • •

A number of changes among the district sales offices of the Tubular Products Division of The Babcock & Wilcox Company has been announced by James S. Anderson, general sales manager of the division. Offices involved are located in **St. Louis, Houston,** Cleveland and Detroit.

F. T. Murphy, J. N. Rogers and C. J. Ponsot have been named to handle the sales of the division's products in the St. Louis area. They succeed Randolph Wohltman who resigned January 1 after serving as the division's sales agent in the area for over 28 years.

The former sales office in Houston of Globe Steel Tubes Co. has been consolidated with B&W's Tubular Products Division sales office there. **A. M. Johnson,** who handled Globe sales in the territory has moved into the sales headquarters of B&W's Tubular Products Division at 2134 Welch Street, Houston 19. G. H. Weight, southwestern sales manager, is in charge of all Tubular Products Division sales activities in the area.

• • •

Cummins Engine Company, Inc., of Columbus, Indiana, announces the appointment of **J. P. Jung,** as Regional Manager —Southeastern Region, with headquarters at 805 Peachtree Street, N. E., Atlanta, Georgia.

Mr. Jung has been associated with the company since February, 1947. He served

J. P. Jung

4½ years as Assistant Regional Manager —Great Lakes Region at Cleveland, and for more than a year in the same capacity in the Southwest Regional Office at Los Angeles. Mr. Jung replaces R. P. Parshall who has moved to Milwaukee to take over the Cummins Distributorship as President of Cummins Diesel of Wisconsin, Inc.

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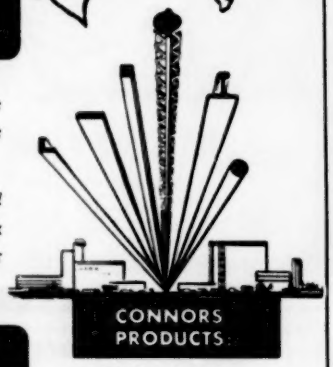

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BUSINESS NOTES

Brungart-Jennings, Inc., materials handling specialists have announced that they have moved to **521 4th Ave., North, Birmingham, Alabama.**

The move was made in order to acquire more space so as to render better service and increase the stock of equipment and parts.

The telephone number will remain as it was before.

• • •

Continuing to expand its sales organization, **The Dow Chemical Company** announces the opening of a new field sales office in **New Orleans** to serve an area including Louisiana, the southern half of Mississippi, southwestern Alabama and northwestern Florida.

Donald Williams, vice-president and director of sales, said the office, located at **925 Common Street,** was established as part of a general program to provide improved service for customers in the four-state area. It is under the direction of Glenn H. O'Neal, manager of the company's St. Louis, Missouri, office.

This is the third field office opened by Dow in the past 18 months, two others having been set up previously in Minneapolis and Cincinnati. The company now has 15 sales offices in major cities throughout the country.

An important feature of the New Orleans office is complete teletype service linking the office with all other Dow offices and manufacturing plants in the company's private line system, installed in 1946 to speed up transmission of orders and delivery of products.

The staff will include **Louis O. Litherland, Jr.**, specializing in general chemicals; **Richard F. Lee,** Dowflake; **Albert E. Weil,** agricultural chemicals and **John J. Sheppard, Jr.**, office salesman for all products.

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Territory covered by **Wrenn Brothers, Hyster Company** dealer in the southeast. has been enlarged by the materials handling equipment manufacturer to include the entire state of **Georgia,** according to Wrenn Brothers' president, J. Preston Wrenn.

Wrenn Brothers' territory will now comprise Georgia and South Carolina, Chambers county in Alabama and that portion of North Carolina south of and including the following counties: Cherokee, Graham, Swain, Haywood, Madison, Yancey, Mitchell, Avery, Watauga, Ashe, Alleghany, Surry, Stokes, Rockingham, Caswell, Person, Durham, Wake, Johnston, Wayne, Lenoir, Craven and Pamlico.

Wrenn Brothers will offer service and sales facilities to the area for the extensive Hyster line of mobile cranes, platform trucks and fork lift trucks including the recently announced, heavy-duty, Hyster 15,000-lb. capacity model RC-150.

Headquarters for the Hyster dealer is at **4701 Pineville Road, Charlotte, North Carolina,** with branches at **130 Boulevard, N. E., Atlanta, Georgia,** and **910 Laurens Road, Greenville, South Carolina.**

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The **Buck Equipment Corporation** announces the appointment of The **Peterson Machinery Co.,** as an authorized Buck dealer in the **Nashville, Tennessee** area.

The Peterson Machinery Co. is located at **309 Seventh Avenue, South, Nashville 4, Tenn.** It is operated by Mr. Howard Peterson and Mr. Curtis E. Goodwin. Mr. Peterson and Mr. Goodwin are authorized to sell and service all models of Buck Hoisting Machines, both the trailer-mounted models and the new "Pelican" truck-mounted units.

• • •

C. Dana McCoy has been named New York Manager and International Director of **The Rust Engineering Company,** it was announced recently.

Prior to joining the Rust organization, Mr. McCoy was Director, International Division of the Foster Wheeler Corporation, specializing in the planning of engineering and contracting for complete processing plants, and the coordination of economics, financing, and engineering for many large chemical, petroleum, and synthetics projects abroad. Preceding that appointment in 1950 he was Export Manager for Foster Wheeler, and had been associated with the corporation for twenty years in engineering, construction, and general sales.

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American Rectifier Corporation of New York City, manufacturer of selenifiers (rectifier units) for industrial and commercial applications announces the appointment of the **Industrial Sales Division, Lipman Electric Company of Baltimore, Md.,** as regional representatives in the states of Maryland and Delaware.

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The Girdler Company of Louisville, Kentucky, and **Cosden Petroleum Corporation of Big Spring, Texas,** have joined the Manufacturing Chemists' Association, that organization announced recently.

The MCA represents over 90% of the productive capacity of the chemical industry.

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The Opaco Division of Red Jacket Manufacturing Company announces the appointment of **R. M. Crowder, 2825 St. Louis St., Dallas, Texas,** as direct factory representative covering northern and Western Texas and Oklahoma.

• • •

The New 1955 **Electric Equipment Company Catalog** is now ready. It can be obtained by written request to: Electric Equipment Company, 23 Curlew Street, Rochester, New York.

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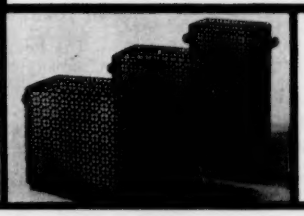

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South Carolina Plans Movie Featuring Attractions of State

The State Development Board has authorized the production of a motion picture depicting the attractions of South Carolina to be shown on television and in movie theatres throughout the country.

Contracts have been signed for the movie with a nationally known film studio, and production is expected to begin soon after January 1, 1955. The completed film will be ready for free distribution to television stations, theatres, civic clubs, and other groups by early summer.

The movie will be produced in cooperation with George M. MacNabb, publicity director of the Board, and Henderson Advertising Agency, of Greenville. Two versions, one 27 to 28 minutes in length and the other about 10 minutes, will be available.

S. W. Gable, Acting Director, informed the Board that prospects for further industrial development continue to be good. He said competition among the states for new industry is growing more intense, particularly in the South.

Pipe Insulation Firm Starts Producing at Tyler, Texas

The Union Asbestos & Rubber Company's new Tyler, Texas, plant started production of Unibestos pipe insulation Dec. 31, 1954, according to Edwin E. Hokin, president.

Unarco, Hokin said, acquired the new Texas facility last August to replace the company's McGregor, Texas, plant, which was taken over by the government.

Pointing out that the task of dismantling machinery used at McGregor for shipment and installation at Tyler was done in record breaking time, Hokin said:

"The most optimistic estimate of our engineers called for resumption of production at Tyler sometime in January. Preliminary planning is now under way with a view toward doubling the size of the 50,000 square-foot Tyler plant."

National Conference on Standard Publishes Manual of Proceedings

How can industry make practical use of science's new discoveries for improving products and processes? These and many other thought-provoking questions are answered by leading industrialists and engineers in the published proceedings of the Fifth National Conference on Standards, held in November at the Hotel Roosevelt, New York.

The volume, just off the press, is entitled, *Standards for a Strong America*. It contains 40 papers (100 pages) on a wide range of subjects, including safety, architecture, international standards and world trade, company standardization, purchasing, quality control, agriculture, color TV, forecasts by technical and business press editors, and ASA Annual Meeting and Award Ceremony Addresses. Now available from the American Standards' Association, 70 East 45 Street, New York 17, N. Y.

Pittsburgh Firm To Erect Piers For Huge Mississippi Bridge

A Pittsburgh construction firm has been awarded the contract to build four huge piers for the new Mississippi River Bridge linking New Orleans and Algiers, La.

The Contracting Division of Dravo Corporation was low of five bidders for the project with a bid of $6,691,590 to the Mississippi River Bridge Authority at New Orleans.

The bridge is of the cantilever type with a 1,575-foot main span over the river. This span will be the largest of its type in the U. S. and third largest in the world. The largest pier, the only one actually in the river, will be as high as a 34-story building with more than half of it under water.

According to the contract, the pier project completion time has been set at 670 calendar days. The new $65-million Mississippi River Bridge construction program is needed to serve expanding residential and industrial areas.

Pennsalt Acquires Interest In Texas Chemical Company

The Pennsylvania Salt Manufacturing Company has acquired a major interest in the Index Chemical Company of Houston, Texas, Pennsalt President George B. Beitzel has announced.

Index, first in the United States to produce ethyl and methyl mercaptans synthetically for commercial sale, also produces dimethyl and diethyl sulfides. These organic sulfur compounds are used principally as gas odorants and as intermediates for agricultural chemicals, animal feed supplements, pharmaceuticals and solvents.

Index activities will be integrated with the production and sales departments of Sharples Chemicals, Inc., a Pennsalt subsidiary and pioneer producer of related synthetic organic sulfur compounds.

Joining John T. Files and C. A. Dickey of Houston on the Index board are L. H. Clark, H. F. Bjork, Dr. H. I. Cramer, and R. W. Sloan of Sharples; and G. T. Collins, PSMCo Company officers are Sharples' chief executive L. H. Clark, president; C. A. Dickey and H. F. Bjork, vice presidents; J. F. Towle, secretary and treasurer; and T. B. Hudson, assistant secretary and treasurer.

Kentucky Utilities Initiates Work On State's Largest Power Station

The first spadeful of earth was turned for Kentucky Utilities Company's E. W. Brown Generating Station, which will be one of the state's largest electric power plants, in ceremonies at Dix Dam recently.

The plant, located on a cliff overlooking Herrington Lake, is scheduled to have an ultimate capacity of 500,000 kilowatts and to burn a million tons of Kentucky coal a year when completed. The first generating unit of 125,000 capacity which will cost approximately 16,345,000 is expected to begin operation in 1956.

Judge Robert M. Coleman, chairman of the Kentucky Public Service Commission, told the more than 100 local and state officials, industry leaders and company officials, that he was proud of the utilities of the state and placed K.U. among the top in "the great service they are giving at a reasonable cost."

R. M. Watt, company president, explained that the chief reason for the new plant was that Kentucky is rapidly becoming an industrial state and the electricity from the new plant will be needed to power the state's industrial growth and attendant growth in the commercial, residential and rural fields.

NEW PLANTS

(*Continued from page* 14)

bid of $13,000 from Skinner & Ruddock, Inc., for razing building.

CHARLESTON — West Virginia Pulp & Paper Co., David L. Luke, Jr., president, 230 Park Ave., New York 17, plans to spend $100,000,000 for 5-year expansion program; including two new paper making machines at Charleston, S. C., and Luke, Md., to cost bet. $20,000,000 and $25,000,000.

COLUMBIA—Mrs. Doris H. Clark let contract to C. G. Shockley Constr. Co. at $29,477 for storage building. C. Anderson Riley, Archt.

FLORENCE—Swift & Co., Constr. Dept., Union Stock Yards, Chicago, Ill., let contract to Boyd & Goforth, Inc., Charlotte, N. C., at approx. $70,000 for sales unit building.

JOHNSTON—Riegel Corp., Ware Shoals, S. C., plans new fabricating plant. John L. Riegel, Chairman of Board.

SIMPSONVILLE—Dewey & Almy Chemical Co., Cambridge, Mass., a division of W. R. Grace & Co., let contract to Daniel Constr. Co., Greenville, S. C., for plant to manufacture cryovac food bags.

TENNESSEE

CHATTANOOGA — Combustion Engineering, Inc., 911 W. Main St., plans cast-iron

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pipe foundry to cost over $2,000,000.

KNOXVILLE — Rich's, Inc., received bid from Foster & Creighton, Box 2366, Knoxville, for warehouse and garage building.

MEMPHIS—Anderson Nash Co. let contract to C & C Construction Co. for Anderson Nash Bldg., Clarence Fisher, Archt.

MEMPHIS—Memphis Light, Gas & Water Division, received bids for Brookfield substation #23, Walk C. Jones, Jr., Archt.

NASHVILLE—Southern Bell Telephone Co. plans new central office building, to cost $4,800,000.

OAK RIDGE—Oak Ridge Utility District received bid of $1,039,511 from Somerville Constr. Co., Ada, Michigan, for natural gas system; contract "B"—McDonough Constr. Co., Atlanta, Ga., $452,240.

TEXAS

TEXAS—Southern Pacific Co. plans two pipelines between El Paso and Los Angeles, to cost $30,000,000.

ABILENE — Southwestern Bell Telephone Co. let contract to Balfanz Construction Co., P. O. Box 805, Abilene, for alterations to phone building, and addition to long distance equipment.

ABILENE—Wooten Grocery Co., 101 Walnut St., let contract to C. B. Oates, 1389 Santos St., at $250,000 for warehouse and home office. F. C. Olds Co., 158½ Cypress St., Archts.

BEEVILLE—Southwestern Bell Telephone Co. received bids for Fleetwood "8" Dial Building at Beeville. Phelphs & Dewees & Simmons, 324 West Woodlawn Ave., P. O. Box 8127, Laurel Heights Station, Archts.

COLORADO CITY—Southwestern Bell Telephone Co. received bids for dial office building. Preston M. Geren, 1607 Fort Worth National Bank Bldg., Fort Worth, Archt.

CORPUS CHRISTI — Corpus Christi Petroleum Bldg., Inc., plans building addition at Buffalo and North Upper Broadway.

CORPUS CHRISTI—Gee Gee, Inc., received bid from J. A. Walsh, 313 Bartlett Drive, at $47,756 for warehouse and office building, Broadway. George W. Edwards. 1509-A Cochran St., Dallas, Archt.

DALLAS—Hollywood-Maxwell Co. let contract to Dave Tipps, 701 Forest Ave. Rd., for manufacturing plant on East Kiest Blvd. Jacob E. Anderson, Doggett Bldg., Archt.

DALLAS—Magnolia Petroleum Co., Dallas, let contract to Bock Construction Co., Box 9097, for new laboratory building, Duncanville Rd.

GARDEN CITY—Glasscock Co., ISD, received bids for gymnasium building. Pierce, Norris, McCutchan, Pace & Assoc., 603 W. Texas St., Midland, Texas, Archts.

HEARNE — Southwestern Bell Telephone Co., Dallas, let contract to R. B. Butler, Inc., Box 471, for addition and alterations to Linden "6" dial building.

HOUSTON—Ethyl Corp. received bid of $75,961 for gasoline testing laboratory, W. Alabama Ave. in Wesleyan Center. Kuehne, Brooks & Barr, 203 Perry-Brooks Bldg., Assoc. Archt.

HOUSTON—Sinclair Refining Co., subsidiary of Sinclair Oil Corp., plans improvements at Houston refinery to cost $16,000,000.

HOUSTON—Southwestern Bell Telephone Co. let contract to H. A. Klerks, 6505 Foster, Houston for additions and alterations to Mohawk-Madison dial building. Cato, Austin & Evans, Archts.

HOUSTON—Southwestern Bell Telephone Co. plans two new dial buildings in Shapetown area and Almeda; expansion of South Houston dial building and Houdson building; 4 garage buildings.

KILLEEN—Mid-Texas Telephone Co., 730 N. St. Mary's St., San Antonio, plans new dial exchange and business office building. Arthur Mathis, Jr., 320 South Texas Bldg., San Antonio, Archt.

LONGVIEW—Kern's Bakery received bid from Travis & Miller, 102½ W. Fifth St., Tyler, at $75,750 for bakery building. W. L. Kelley, Grover-Crim Bldg., Arch.

MARATHON — Southwestern Bell Telephone Co., 308 S. Akard St., Dallas, K. A. Ganssle, Chief Engr., received bids for building.

PANHANDLE—Pioneer Natural Gas Co., plans gas line expansion; $2,750,000 for extensions to irrigation customers, $1,000,000 for distribution lines within cities; $1,877,000 for transmission lines in Midland and Ector counties.

SANDERSON — Southwestern Bell Telephone Co., 308 S. Akard St., Dallas, J. A. Ganssle, Chief Engr., received bids for building.

SPUR—City plans $150,000 bond issue for electric system improvements.

TEXAS CITY—Pan American Refineries, Texas City, received bids for four buildings at existing plant site. Hugh Ernest Gragg, 707 Hawthorne, Archt.

TYLER—National Homes Corp., c/o James R. Price, Lafayette, Indiana, plan $1,000,000 plant to manufacture prefabricated homes.

VICTORIA—Central Power & Light Co. let contract to LeBlanc, Inc., Box 624, for $253,171 service center.

WACO — International Paper Co., New York, plans Pure-Pak paper milk container manufacturing plant in Waco.

WACO—Radco Electric & Mechanical Contractors, 4009 Trice Ave., received bid from A. C. Reed & Son, Rt. 9, Box 926, at $14,735 for office and warehouse building, Highway 6 and Waco Drive.

WEATHERFORD — A-R-A Mfg. Co. received bid from Hillin-Samanic, 2410 Forrest Park Blvd., Fort Worth, at $187,335 for industrial plant. Emiel Fretz, 711 Liberty St., Dallas, Archt.

WHARTON—Southwestern Bell Telephone Co. let contract to P. E. Garrett Construction Co., P. O. Box 1189, Bay City, for addition and alterations to Lehigh Dial Building. Caton, Austin & Evans, 2401 La Branch, Houston, Archts.

VIRGINIA

HAMPTON—Virginia Electric & Power Co. received bids for Peninsula District Service Building and garage building. Carneal & Johnston, 1000 Atlantic Life Bldg., Richmond, Archts.-Engrs.

NEWPORT NEWS — Chesapeake & Ohio Railway plans bulk materials unloading dock; to cost $8,307,000.

ROANOKE—Dillard Paper Co. received bid from J. M. Turner & Co., Inc., Roanoke, for office and warehouse building. Brown & Shank, Archts., 120 Day Ave., S.W., Roanoke.

WEST VIRGINIA

WASHINGTON — Marbon Chemical Division of Borg-Warner Corp., Chicago, plans to acquire option on 300-acre plant site for plant expansion.

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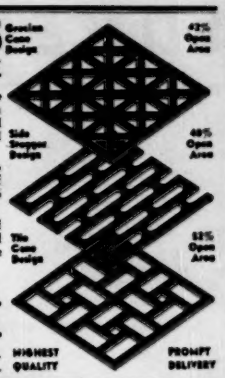

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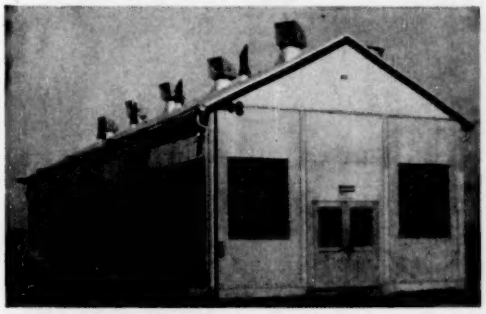

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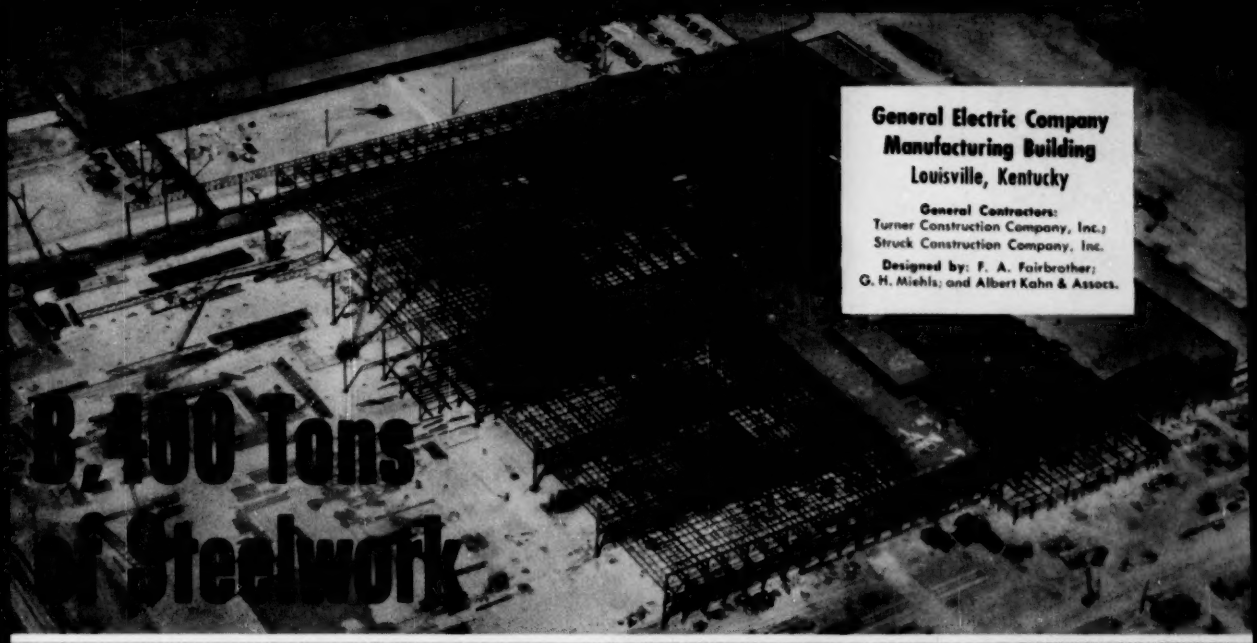


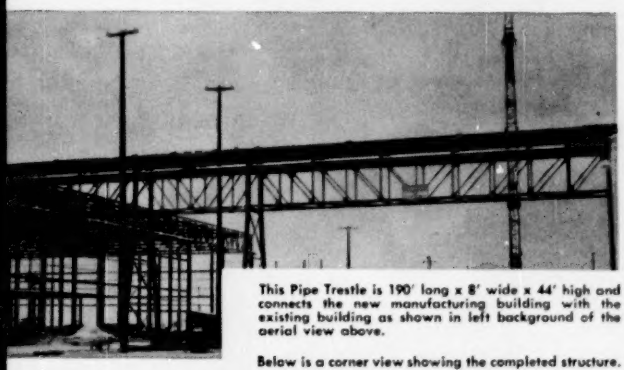
General Electric Company
Manufacturing Building
Louisville, Kentucky

General Contractors:
Turner Construction Company, Inc.;
Struck Construction Company, Inc.

Designed by: F. A. Fairbrother; G. H. Miehls; and Albert Kahn & Assocs.

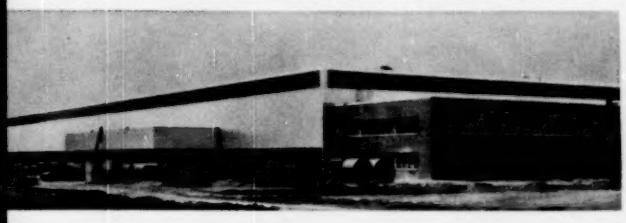
8,400 Tons of Steelwork

erected in 3½ months by AMERICAN BRIDGE



This Pipe Trestle is 190′ long x 8′ wide x 44′ high and connects the new manufacturing building with the existing building as shown in left background of the aerial view above.

Below is a corner view showing the completed structure.



● If you need a new mill, factory, warehouse, or office building in a hurry, American Bridge can fabricate and erect your structural steel requirements with dispatch.

As you see from the aerial view above, this new General Electric Company Plant at Louisville, was no small project! This view shows Manufacturing Building No. 5 which is the largest of five huge buildings being constructed at this project for the manufacture of General Electric Company's Major Household Appliances. Big as this building is, AMERICAN BRIDGE erected the steel framework, all 8,400 tons of it, in only three months and sixteen days!

This new manufacturing building is a special high level industrial structure, 700′ wide x 1,000′ long and with a 43′ clear height to the bottom chord of the main trusses. In addition, the building contains two intermediate mezzanine floors over a major portion of the area. Attached alongside the manufacturing building is a paint and oil storage building 36′ wide by 180′ long. AMERICAN BRIDGE also erected a pipe trestle 8′ wide x 190′ long and 44′ high connecting the new manufacturing building with a building previously constructed.

This new General Electric building and the pipe trestle are good examples of American Bridge fabricating and erecting "know-how." You can depend on AMERICAN BRIDGE to handle any type of steel-frame construction with thoroughness and speed . . . any time . . . anywhere. If you would like to know more about the advantages of having AMERICAN BRIDGE fabricate and erect the steelwork for your next building, just contact our nearest office.

AMERICAN BRIDGE DIVISION, UNITED STATES STEEL CORPORATION, GENERAL OFFICES: 525 WILLIAM PENN PLACE, PITTSBURGH, PA.

Contracting Offices in: AMBRIDGE · ATLANTA · BALTIMORE · BIRMINGHAM · BOSTON · CHICAGO · CINCINNATI · CLEVELAND · DALLAS · DENVER · DETROIT · ELMIRA · GARY MEMPHIS · MINNEAPOLIS · NEW YORK · PHILADELPHIA · PITTSBURGH · PORTLAND, ORE. · ROANOKE · ST. LOUIS · SAN FRANCISCO · TRENTON UNITED STATES STEEL EXPORT COMPANY, NEW YORK

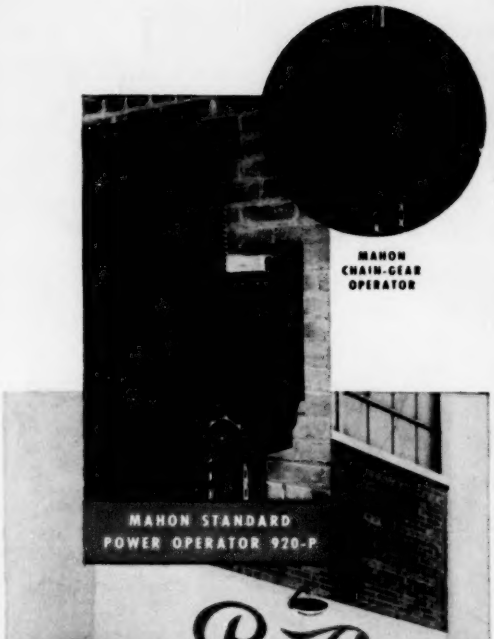
AMERICAN BRIDGE

USS

UNITED STATES STEEL

Rolling Steel Doors

Manually, Mechanically, or Electrically Operated



Rolling Steel Doors in exterior openings provide greater security than any other type of door. When these doors are closed, their interlocking steel curtains assure maximum protection against both intrusion and fire. In the installation shown below, where five new Mahon Power Operated Rolling Steel Doors provide access to an enclosed loading dock, it is impossible to open any of the doors from the outside. They can be opened only through use of normal operating controls located inside the building. Rolling Steel Doors have many other advantages . . . they are very compact—their vertical roll-up action permits use of floor space to within a few inches of the door curtain on either side. And, there are no overhead tracks or other obstructions to interfere with crane handling adjacent to door openings. A Mahon electrically operated, quick-opening, quick-closing Rolling Steel Door will save valuable space and valuable time in any type of opening. In addition, Mahon Rolling Steel Doors are permanent—their all-metal construction assures a lifetime of trouble-free service. When you select a Rolling Steel Door, check specifications carefully . . . you will find extra-value features in Mahon doors—for instance, the galvanized steel material, from which the interlocking curtain slats are rolled, is Bonderized and dip-coated with synthetic enamel which is baked on at 350° F. prior to roll-forming. You will find other Mahon features in both design and materials that add up to a greater over-all dollar value. See Sweet's Files for complete information, or write for Catalog G-55.

THE R. C. MAHON COMPANY

Detroit 34, Michigan • Chicago 4, Illinois • Representatives in all Principal Cities

Manufacturers of Rolling Steel Doors, Grilles, and Automatic Closing Underwriters' Labeled Rolling Steel Doors and Fire Shutters; Insulated Metal Walls and Wall Panels; Steel Deck for Roofs, Partitions, and Permanent Concrete Floor Forms.

ROLLING STEEL DOORS, SHUTTERS AND GRILLES TO MEET EVERY REQUIREMENT

Five of Seven Mahon Power Operated Rolling Steel Doors installed at Dossin's Food Products Plant, Detroit, Michigan. The Five Doors illustrated are in openings to an enclosed loading dock. All seven Mahon Rolling Steel Doors in this plant replaced exterior wooden doors of various types.

MAHON